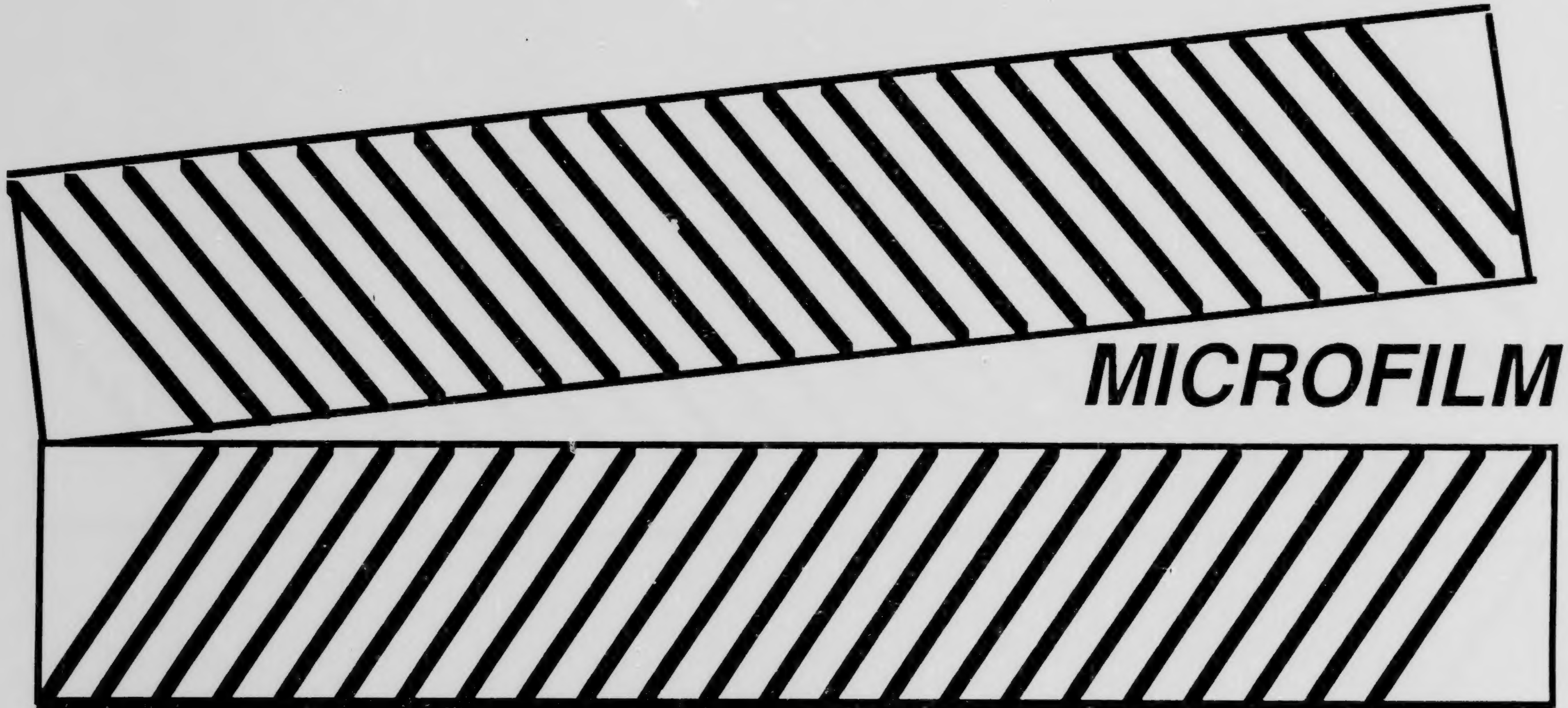

MICROFILM

START OF ROLL

CONSTRUCTION CONTRACTS

ROLL NO. 220

CONTRACT NUMBER : 9183

1980 (CONT. FROM 219)

1980 S.W. Bancroft St. - 9183
Sellwood Br. Sec., Oswego Hwy.
(gr, pav, sign, ill, & sig) #4

CONTINUED

Smead®
No. 2-152-5L
HASTINGS, MN - LOS ANGELES
LOGAN, OH - McGREGOR, TX U.S.A.

C&A	6735	11-21-79
	5627	4-21-76
	5918	1-5-77

9163

files

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

ROW 12

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

April 22, 1980

MISC. CONTRACTS and
AGREEMENTS No. 7 11

Services Agreements
130, 136, 144

Mr. George Yerkovich
City Auditor
Room 202 City Hall
PORTLAND OR 97204

Dear Mr. Yerkovich:

Enclosed are two fully signed copies of the Letter of Agreement amending the Right of Way Services Agreements for the Union Avenue, Macadam Avenue, and Greeley to I-5 Projects with the City of Portland.

Under this amendment, the State will handle the entire condemnation proceedings, if any are required.

Yours truly,

Adele L. Egan
Right of Way Office Unit Supv.

AE
mp
Enc.

cc: Finance, w/c
Comm, Serv., w/orig.
Local Gov't Programs, w/c
Louis Grothaus, w/c
Title, w/c
Condemnation w/c

on May report
approved by
Boyd 4/22/80
fw

1/ 9183

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

TECHNICAL
SERVICES UNIT
APR 20 1980

April 18, 1980

ODOT-Metro
5821 N.E. Glisan Street
Portland, Oregon 97213

Attention: Ken Limbocker

Re: S.W. Macadam Avenue - SP Trackage

Gentlemen:

Pursuant to the enclosed letter, please include removal of the Southern Pacific trackage between S.W. Taylors Ferry Road and S.W. Dakota Street in the contract. The salvageable material should be delivered to SP or the value thereof documented and deducted from the expense of removal.

Sincerely,

DJVargas

DAVID J. VARGAS, P.E.
Acting Chief
Bureau of Street & Structural Engineering

DJV:VFR:jw

cc: Robert C. Ireland
Chuck Pietrok
Gary Kennon

K. D. LIMBOCKER

For my
File

E CITY OF
ORTLAND
OREGON

OFFICE OF
CITY ATTORNEY
CHRISTOPHER P. THOMAS
CITY ATTORNEY

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503/248-4047

April 17, 1980

Mr. Bill Harding
Southern Pacific Company
324 Union Station
Portland, Oregon 97209

Re: S. W. Macadam Avenue

Dear Mr. Harding:

As you are aware the City of Portland is planning to reconstruct S. W. Macadam Avenue from S. W. Bancroft Street to the Sellwood Bridge. This reconstruction will necessitate removal of abandoned spur tracks owned by Southern Pacific on the easterly side of Macadam.

By letter of March 17, 1980, Victor Rhodes of the city's Bureau of Street & Structural Engineering notified your company of this plan and requested that the abandoned spur tracks be removed within 90 days. The response was that the request would have to be studied and in any event 6 months would be needed to receive authority from your management prior to removal of the track.

As you are also aware, Ordinance No. 108952 granted Southern Pacific the privilege of placing tracks in S. W. Macadam. This privilege expired in 1978 and has not been renewed. Therefore, all rights to the use of Macadam have been terminated. Even if the City Council were to renew the ordinance, Section 11 provides that in the event the tracks have been abandoned for a period in excess of 120 days, they shall be removed upon request of the City Council.

I, therefore, must restate the previous request made to your company that within sixty (60) days from the date of this letter, all trackage on the easterly side of Macadam Avenue from S. W. Taylors Ferry Road to S.W. Dakota Street, previously having been abandoned by your company, shall have been removed. If Southern Pacific does not choose to remove the tracks and so notify the city within three (3) weeks from receipt of this letter, a city contractor shall commence removal and present Southern Pacific with a cost bill less salvage value for the track.

Yours very truly,

ROBERT C. IRELAN
Deputy City Attorney

RECEIVED
APR 18 1980
[illegible]

RCI/fg

cc: ✓Victor Rhodes, Street & Structural Engineering

cc: Oglesby H. Young
Attorney at Law
Pacific Building
Portland, Oregon

29183

~~Mult~~ 3

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8230
Date: April 14, 1980

File No: 26-1913

TO: A.D. Olson
Design Engineering

FROM: K.D. LIMBOCKER
Metro Design Engineer

SUBJECT: R/W File No. 50718
SW Bancroft-Sellwood Bridge
Macadam Avenue

Please cancel the 250 sq. ft. permanent easement on the subject file. The easement area is located between two retaining walls and will not be required, in any way, for the construction.

js

cc: L. Grothous

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APR 15 1980
ROAD DESIGN SECTION

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~~Multnomah~~
3

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8231
Date: April 11, 1980

TO: THE FILES

File No: 26-1913

FROM: K.D. LIMBOCKER
Metro Design Engineer

SUBJECT: SW Bancroft St. - Sellwood Bridge
Macadam Avenue
Multnomah County

During the past two weeks I have repeatedly called Vic Rhodes concerning the track removal on the subject project. He indicates he will call Robert Irelan, Deputy City Attorney, and return my call. So far I have received no answer to the problem.

The track removal should be added to the contract and the billing sent either to the City or the Railroad.

The City indicates the franchise has expired. The Railroad was informed by a letter dated March 17, 1980.

Renewal information will be assembled and sent to Salem for inclusion in the contract.

REFERRED TO
✓ Stoudenmeyer DM
___ Beard ___ Mann
___ Cole ___ Watson
___ Eriksen ___ Leu
___ Hager ___ Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

js

cc: R. Trygstad
D. Adams
M. Klotz
D. Christensen

1 Vorsteen ✓
___ Anderson
2 ___
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APR 14 1980
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~~Mult~~ 3

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8230
Date: April 11, 1980

TO: DUANE CHRISTENSEN
Final Design Engineer - Salem

File No: 26-1913

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: S.P. Track Removal
S.W. Bancroft-Sellwood Br.
Macadam Avenue
Multnomah County

Herewith a 1" = 100' base map showing the extent of the railroad track remaining and to be removed on the contract.

Billing for this work will be determined by the City of Portland and by a copy of this letter I am requesting Vic Rhodes to provide a letter of request for removal and instructions on the billing for the work.

Salvage value will be allowed S.P. Railroad Co. for the material removed.

pq

Enclosure

cc Vic Rhodes
Don Adams
Max Klotz
Roger Trygstad

REFERRED TO
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9183

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

RECEIVED
APR 09 1980
Environmental Section

April 3, 1980

cc: Hunter
Bothman

Tony
Marking
this to E. file

NOTED
S. HUNTER

Oregon State Highway Division
Attn: Mr. Gary A. Potter
412 Transportation Building
Salem, OR 97310

Re: Oswego Highway-Bancroft St. to
Sellwood Bridge
AQ Highway File No. 26-8011
Notice of Completed Application

Gentlemen:

The Department has completed a review of your application for construction of the above-referenced indirect source, to be located at the Oswego Highway, Portland, Oregon.

The Department finds that the information provided is adequate to consider your application complete. A proposed decision to issue or deny a permit will be made on or before April 8, 1980. A 20-day public notice period will follow the Department's proposed decision, during which your comments as well as public comments will be received on the evaluation of the proposed project and proposed construction permit where applicable. The issuance or denial of an indirect source permit will be considered at the end of the notice period. Any public comment received may result in modifications to a proposed permit prior to issuance of a final permit.

If there are any questions, please contact me at 229-6086.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program
Air Quality Division

HWH:s
cc: Multnomah County Planning Agency
Steve Dotterrer, Portland Bureau of Planning
Cynthia Kurtz, Office of Planning and Development
Northwest Regional Office

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TECHNICAL SERVICES

APR 10 '80

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

EQ-2

DES 23-1

March 28, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

S.E. Bancroft St.-Sellwood
Bridge (Portland) Section
Oregon Highway (S.W. Macadam)
Multnomah County
Your File HFO.6-OR

Your March 11 memo requested that we look into the feasibility of providing a pedestrian walk between Stations 101 and 116 on the subject project.

We find that it is possible to construct a narrow four-foot wide concrete walk in the requested area at a cost of about $35,000. This amount is fundable under this project, and the City of Portland has agreed to the addition of the walk. The plans will reflect this change.

This leaves a gap without a walk between the south end of this project and the north end of Multnomah County's West Sellwood project. Multnomah County has assured us they will extend their walk to connect with ours during their construction.

This plan was discussed with Mr. Hossner and he concurred in the design.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
J. H. Versteeg
L. E. George (enc.)
R. N. Bothman
Ed Hardt
O. Sacre
K. Limbocker
Roy Bennett
Jon Rose

DNS:cj ja

Form IG-1320.10 (4/79)

DEPARTMENT OF TRANSPORTATION
OFFICE OF INSPECTOR GENERAL

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oreg. Project IX-9704(4) - Sellwood Br. Sec.
Oreg. Project IX-9565(6) - Bancroft-Sellwood
SW Macadam Avenue

Date: March 11, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer

A review of plans for these projects leaves some question as to future plans for pedestrians near the Sellwood Bridge. The pedestrian walkway has been eliminated between Stations 101 and 116 (WN 2+40). As I understand, the pedestrian facilities ramping down from the Sellwood Bridge were somewhat geared toward a future connection to the Greenway Development; however, due to current economic conditions, that could take years to materialize.

Preliminary investigation reveals an extremely high cost for sidewalk connection because of right of way and topographic constraints. Less costly solutions apparently result in undesirable liability concerns. Acknowledging these concerns, I also see increased pedestrian activity as energy costs increase.

The interconnection of pedestrian facilities on this route deserves serious and innovative consideration. If you still find that a walkway cannot be provided please furnish documentation for our records that the City of Portland and Multnomah County are supportive of that position. As a minimum, please assure connection of a walkway from Sellwood Bridge northerly to the approach radius at Sta. 113+75.

G. K. Hossner
for G. L. Green

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MAR 17 1980
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R

STATE OF OREGON
ROAD DESIGN 378-6558

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: March 20, 1980

FROM: Don Stoudenmeyer
Donald N. Stoudenmeyer
Design Team Supervisor

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan

RECEIVED
MAR 20 1980
ROAD DESIGN SECTION

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SUBJECT: S.W. Bancroft St.-Sellwood
Br. (Portland) Sec.
Oswego Highway (S.W. Macadam Ave.)
Multnomah County

A plans-in-hand review on the subject project was held March 18, 1980, in the Region I office in Milwaukie. The following attended:

Don Stoudenmeyer	Final Design
Marion Croft	Region I
Gary Kennen	Utilities
Jim Cochell	Res. Engr.
K.D. Limbocker	Metro
C.M. Williams	Const.
Arthur Sasse	Asst. Res. Engr.
Lee Gunderson	Region Traffic
John Day	Specs.
Ollie Sacre	Final Design

The need for staging plans was discussed and it was decided they were unnecessary.

The proposed drain pipe design was approved.

The question of salvageable items was brought up and Region determined there were none.

Sheet 2. Metro requested the 9-ft wide walk be shown 8 inches thick to provide for trucks driving across it.

Sheet 2C. The utility trench should be shown two feet back of the curb in addition to the detail shown. Specs should also mention the added telephone installations.

Region is to check on whether the contractor of others are to install the telephone cables.

State is to install the 60-inch water main for the City at Taylor's Ferry Road, with the contract as "Extra Work".

Region determined they did not want a field lab.

The utility trench is to be constructed early in the job, prior to dropping the upper lines.

Contains Recycled Materials
81-125-1387

SP*75683-125

Sheet 4A. Add sewer lines and revise the inlet at Richardson Street.

Specs should specify sawing for the median islands.

Sheet 7A. Note 6 should be 33 feet of 12-inch pipe rather than 25 feet. Pipe data sheet should also be revised.

Sheet 8. Note 5 - There are 16 rather than 10 driveways.

FHWA requested a walk on the east side between stations 101 and 116. We can get a 4-foot wide walk in the area which has City, County, and FHWA approval. It will be included in the job.

Region will provide Specs with lane closure hours.

Region determined they wanted construction lighting and will try to work out a deal with PGE to provide on their poles when relocated.

Sheet 9. Metro is to check with City to see if Virginia Avenue can't be left open at Macadam. We see no reason to close it.

DNS:cj
cc: Participants

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

18-4

March 17, 1980

Michael R. Kincaid
Engineering Manager
Pacific Northwest Bell Telephone Co.
825 NE 20th Ave.
Portland, OR 97232

Joint Utility Trench
SW Bancroft St.-Sellwood Bridge
(Portland) Section
Oswego Highway (Macadam)
Multnomah County

Bids will be received by the Oregon Transportation Commission on the above-titled highway project on June 26, 1980. Aerial telephone cable facilities owned by your Company, located throughout the length of the project conflict with the construction requirements of the subject project and must be adjusted.

Your facilities occupy public road right of way, therefore, the cost of adjustment is nonreimbursable under State policies and procedures and the provisions of the Federal Highway Administration Policy and Procedure Memorandum 30-4, dated June 28, 1973.

On September 18, 1979, a meeting was held in the Metropolitan Branch Offices to discuss the feasibility of a joint utility trench on this project. At that meeting, it was decided the State's contractor would excavate a two-foot wide trench approximately four feet deep throughout most of the project which could accomodate a traffic interconnect duct, a streetlighting circuit duct and telephone ducts. During subsequent discussions between your Company and Gary Kennen, Metropolitan Utility Engineer, it was decided that you would install a multiple conduit system for approximately 6,132 lineal feet from Station 15+85 to 22+20 and Station 59+83 to 114+80, in the trench. It is understood that the conduits would be supplied by your Company and installed by your contractor at the same time the State's contractor is installing the other required conduits.

It has been previously agreed that Pacific Northwest Bell would pay 50% of the cost of the 6,132 lineal feet of utility trench and pay all the cost of installing the four-inch PVC conduit. The estimated cost of the utility trench is as follows:

Trench Excavation	6,132 feet @ $2.47	=	$15,146
Special Backfill	6,132 feet @ $3.63	=	22,259
	Total		$37,405

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A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Pacific Northwest Bell's share of the cost of the 6,132 feet of utility trench would be $18,700. Pacific Northwest Bell would, upon completion of the trench excavation and conduit installation, pay the State the estimated lump sum cost of $18,700.

If the terms as set forth above for a lump sum payment of $18,700 for sharing in the cost of the joint utility trench is acceptable to Pacific Northwest Bell, please execute two copies of this letter in the space provided below and return both copies to this office.

Your cooperation in this matter is greatly appreciated.

Yours truly,

Jack M Cartwright
Jack M. Cartwright
Utility Engineer

JMC/vlw

APPROVED
PACIFIC NORTHWEST BELL TELEPHONE COMPANY

DATE______________________________

BY________________________________

BC: C. T. Christianson
E. S. Hunter
R. N. Bothman
J. H. Versteeg
E. L. Hardt
Gary Kennen
Janis Peterson

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8254
Date: March 7, 1980

File No: 26-1913

TO JACK CARTWRIGHT
Utilities Engineer - Salem

FROM GARY KENNEN Gary
Metro Utilites Engineer

SUBJECT Preliminary Plans Review
S.W. Bancroft & Sellwood Bridge
Oswego Highway (Macadam)
Multnomah County

A quick check of the above plans reveals some items I would like to bring to your attention.

1. No underground utilities are shown on the plans.
2. On sheet 2C "Utility Trench," note 3 should read "install by other." (This section is also looking back on line)
3. On sheet 9, the Portland Water Bureau is requesting that our contractor install a large diameter main across Macadam along the "TM" line. Plans are being drawn and will be submitted soon.

The telephone company will be unable to clear their overhead facilities until the utility trench is completed. Also, PNB will have a contractor working side by side with our contractor installing conduits and completing the underground system. Perhaps the specs should point this out.

A letter agreement with PNB indicating a cost share on the utility trench will be needed. The agreement should be based upon the following:

15+85 - 22+20   635 Lin. Ft.
59+83 -114+80 = 5,497 Lin. Ft.
6,132 Lin. Ft.

Trench Exc. 6,132' x $2.47 = $15,146
Special Backfill 6,132' x $3.63 = 22,259
$37,405
PNB's Share = 50% = Lump Sum - $18,702.50

June 26

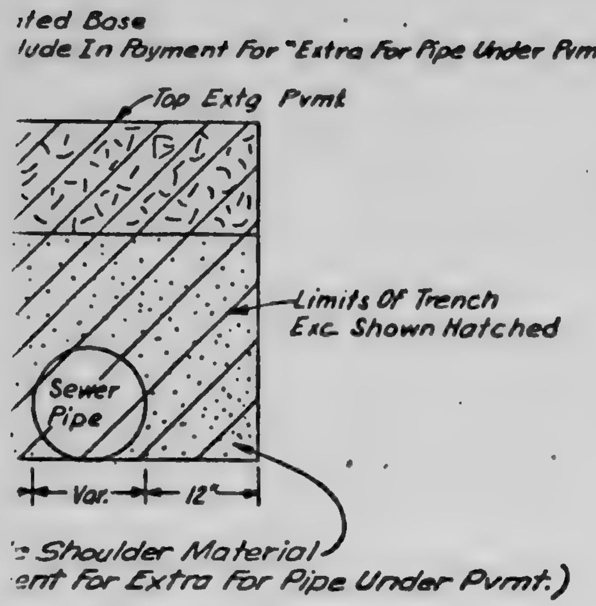
I am working with PGE to provide temporary illumination which will be installed on power poles.

pq

cc Max Klotz
Duane Christensen
Jim Cochell

RECEIVED
MAR 10 1980
RR & UTILITY UNIT

S.W.BANCROFT ST.-SELLWOOD BR.(PORTLAND) SEC. OSWEGO HIGHWAY (S.W. MACADAM AVE.) MULTNOMAH COUNTY				SHEET No. 2C
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



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lude In Payment For "Extra For Pipe Under Pvmt.)
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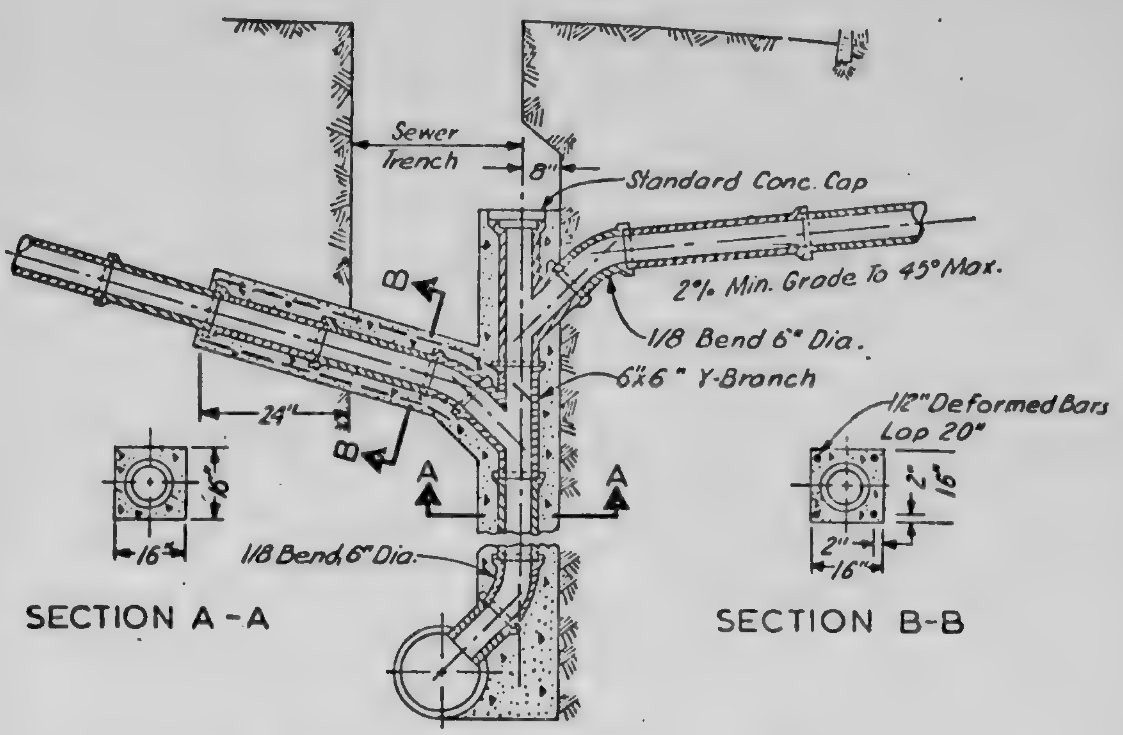

Sewer Trench
8"
Standard Conc. Cap
2% Min. Grade To 45° Max.
1/8 Bend 6" Dia.
6"x6" Y-Branch
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B
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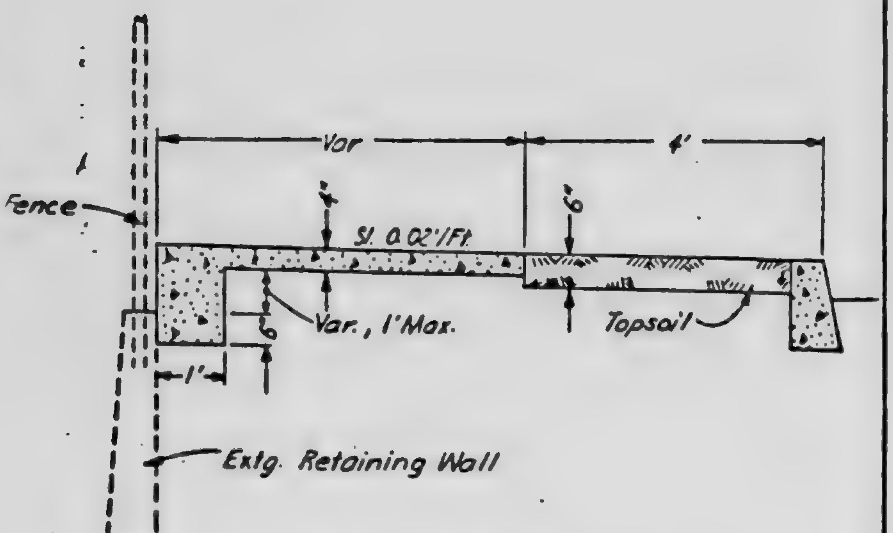
1/2" Deformed Bars Lap 20"
6"
16"
1/8 Bend, 6" Dia.
2"
16"
2"
16"
SECTION A-A
SECTION B-B

HOUSE BRANCH CONNECTIONS
TO DEEP SEWERS (Extra Work)



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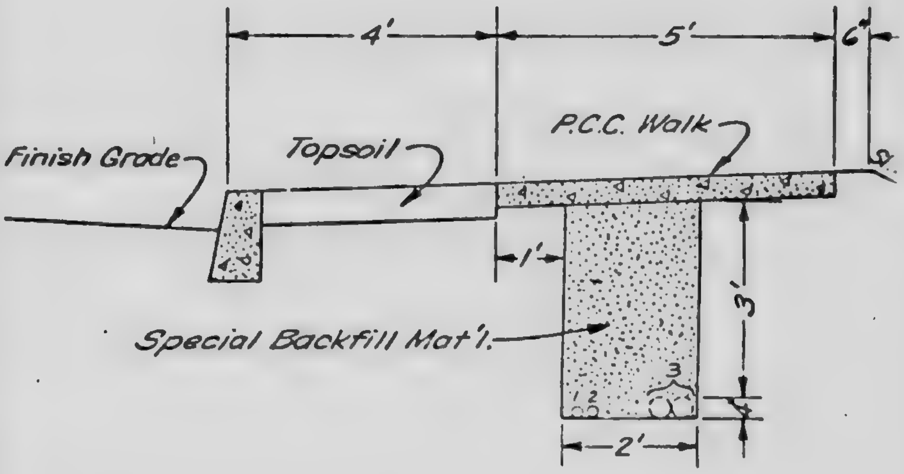
(See Sheet 3, Note 12)

SPECIAL WALK DETAIL

STA. 16+80 To STA. 17+10 (Lt.)



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3
4"
2'

1. Illumination Conduit
2. Traffic Signal Conduit
} Furnish & Install By Contractor
3. Pacific Northwest Bell Conduits (Install By Contract
(Sta. 15+85 To Sta. 22+20 And Sta. 59+83 To Sta. 114+0

(See Sheet 3, Note 13)

UTILITY TRENCH

STA. 11+00 To STA. 115+00

3

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8254
Date: March 7, 1980

File No: 26-1913

TO: JACK CARTWRIGHT
Utilities Engineer - Salem

FROM: GARY KENNEN Gary
Metro Utilites Engineer

SUBJECT: Preliminary Plans Review
S.W. Bancroft - Sellwood Bridge
Oswego Highway (Macadam)
Multnomah County

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59+83 -114+80 = 5,497 Lin. Ft.
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PNB's Share = 50% = Lump Sum - \$18,702.50

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pq

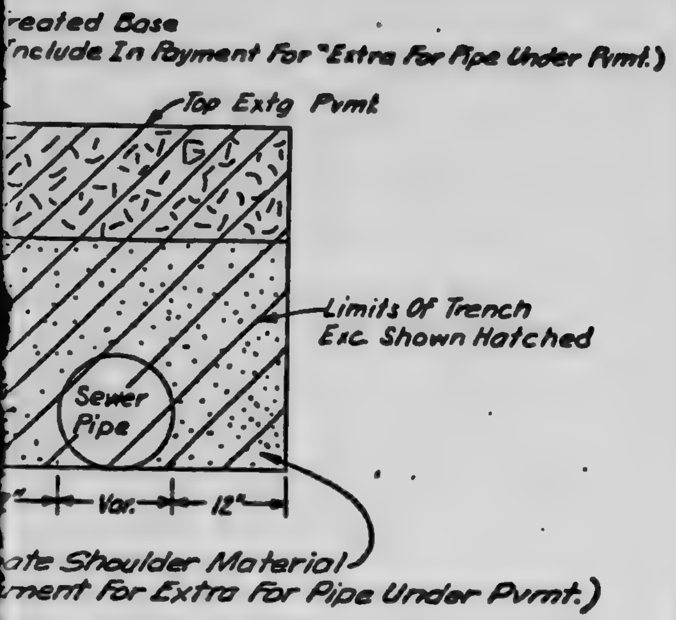
cc Max Klotz
Duane Christensen
Jim Cochell

REFERRED TO ✓

3

BY FINAL DESIGN [illegible]

S.W. BANCROFT ST.-SELLWOOD BR. (PORTLAND) SEC. OSWEGO HIGHWAY (S.W. MACADAM AVE.) MULTNOMAH COUNTY				SHEET No. 2C
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index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(Include In Payment For "Extra For Pipe Under Pvmt.)
Top Extg Pvmt
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Sewer Pipe
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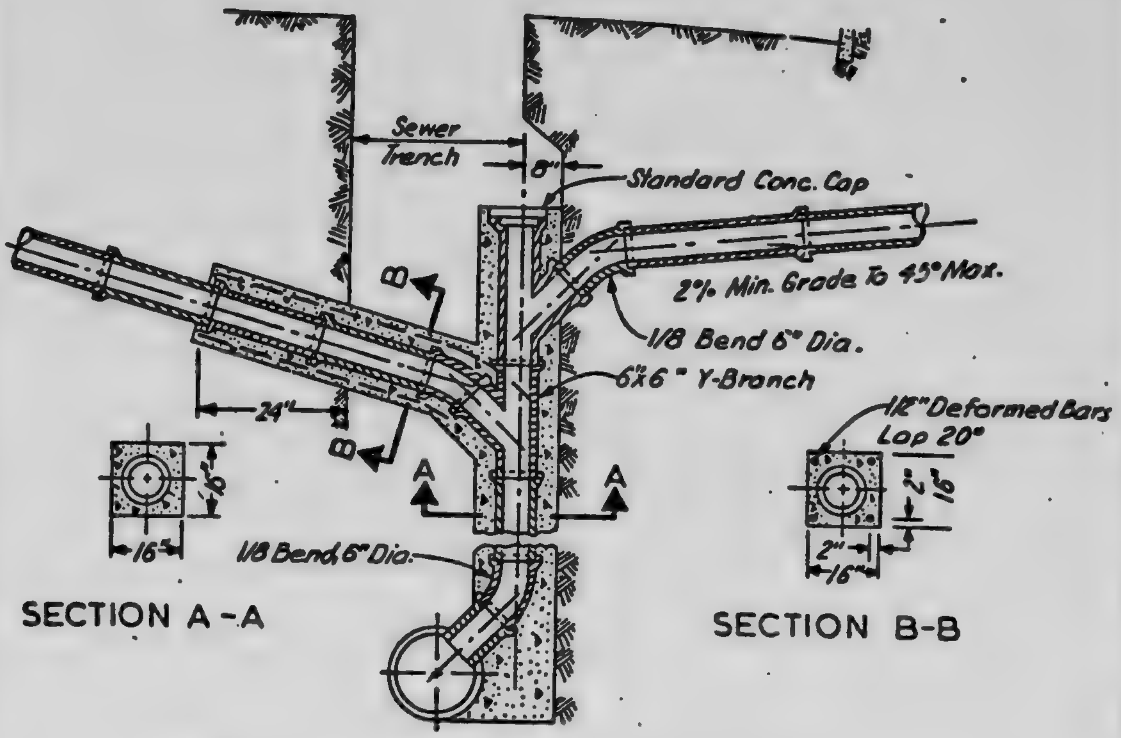
Sewer Trench
8"
Standard Conc. Cap
2% Min. Grade To 45° Max.
1/8 Bend 6" Dia.
6"x6" Y-Branch
24"
B
B
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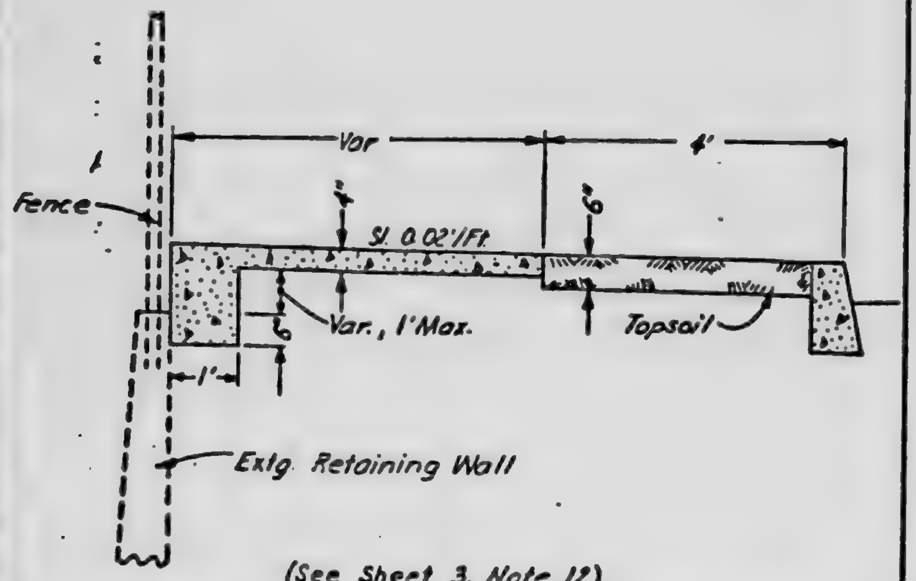
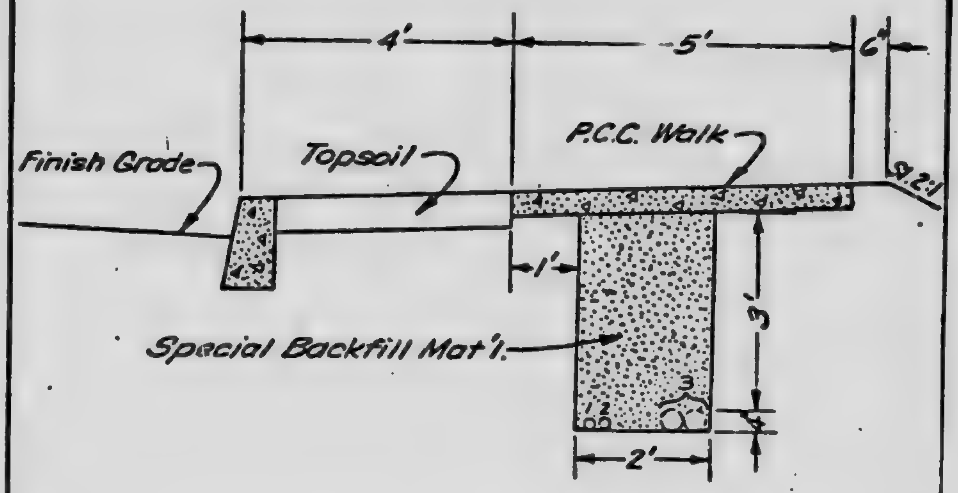
A
16"
16"
1/2" Deformed Bars
Lap 20"
2"
16"
2"
16"
1/8 Bend, 6" Dia.
SECTION A-A
SECTION B-B

HOUSE BRANCH CONNECTIONS TO DEEP SEWERS (Extra Work)


Fence
Var
4'
2"
6"
Sl. 0.02'/Ft.
Var., 1'Max.
6"
Topsoil
1'
Extg. Retaining Wall

(See Sheet 3, Note 12)

SPECIAL WALK DETAIL
STA. 16+80 To STA. 17+10 (Lt)


4'
5'
6"
Finish Grade
Topsoil
P.C.C. Walk
Sl. 2:1
1'
3'
Special Backfill Mat'l.
1 2
3
4"
2'

1. Illumination Conduit } Furnish & Install By Contractor
2. Traffic Signal Conduit } Furnish & Install By Contractor
3. Pacific Northwest Bell Conduits (Install By ~~Contractor~~ Others) (Sta. 15+85 To Sta. 22+20 And Sta. 59+83 To Sta. 114+80)

(See Sheet 3, Note 13)

UTILITY TRENCH
STA. 11+00 To STA. 115+00

TRA 7-5 3

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: H. W. Wakerlig
Right-of-Way Descriptions Engineer

DATE: March 3, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Bancroft Street-Sellwood Bridge Section
Oswego Highway
Multnomah County

A recent review of the preliminary plans for the subject project shows that all signs may be placed in the four-foot landscaped area between the curb and the sidewalk.

You may delete all the easements for permanent signs requested in our September 18, 1979, letter.

ORIGINAL SIGNED BY L. E. GEORGE
L. E. George
Traffic Engineer

ELS:jrb
cc: D. O. Christensen
Tom Schwab
C. T. Pietrok

Versh
RECEIVED
Sullivan
0 4 1980
ROAD DESIGN
SECTION

REFERRED TO
2 Stoltenmayer
Coin Watson
Erikson Leu
Hager Dunn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ADVICE OF FUNDS AVAILABLE FOR OBLIGATION
(Administrative Manual, Vol. 21, Chapter IV)
FISCAL YEAR 19 80

C.C. DISTRIBUTION AFTER APPROVAL
FINANCE DIVISION
BUDGET DIVISION
I Program Analysis Division

APPROPRIATION 69X1119(05).005
823 - Interstate Substitution Projects

TO: Mr. Louis E. Lybecker
ORGANIZATION Region Ten

DESCRIPTION	LAST ADVICE	CHANGE (+ OR -)	THIS ADVICE
1. ALLOTMENT *(May be approved only in Budget Division)*			
CATEGORY A:			
(1) FIRST QUARTER			
(2) SECOND QUARTER			
(3) THIRD QUARTER			
(4) FOURTH QUARTER			
CATEGORY B:			
(1) Annual	$8,666,543.96	$+636,480.00	$9,303,023.96
(2)			
(3)			
(4)			
TOTAL ALLOTMENT	8,666,543.96	+636,480.00	9,303,023.96
RECAP OF ALLOTMENT OF NO-YEAR FUNDS:			
UNOBLIGATED BALANCE OF PRIOR YEAR	7,491.96	...	7,491.96
NEW AUTHORIZATION	8,659,052.00	+636,480.00	9,295,532.00
TOTAL ALLOTMENT	8,666,543.96	+636,480.00	9,303,023.96

YOU ARE HEREBY AUTHORIZED TO INCUR OBLIGATIONS WITHIN THE ABOVE APPROVED ALLOTMENT AMOUNTS IN ACCORDANCE WITH PRESCRIBED PROCEDURES AND FOR THE PURPOSES AND CONDITIONS INDICATED IN ITEM 3 BELOW.

2. OPERATING BUDGET ALLOWANCE			
EMPLOYMENT CEILING *(Full-time personnel)*			
PERSONAL SERVICES AND RELATED COSTS:			
FIRST QUARTER			
SECOND QUARTER			
CUMULATIVE TOTAL			
THIRD QUARTER			
CUMULATIVE TOTAL			
FOURTH QUARTER			
FISCAL YEAR TOTAL			
OTHER OBJECTS:			
FIRST QUARTER			
SECOND QUARTER			
CUMULATIVE TOTAL			
THIRD QUARTER			
CUMULATIVE TOTAL			
FOURTH QUARTER			
FISCAL YEAR TOTAL			

3. EXPLANATION FOR REQUEST OR ACTION *(Applicable to Item 1 when allotment change is indicated above, and to Item 2 otherwis*

To increase FY 1980 obligational authority for the following projects:

Salem	IX-1705(4)	$109,480
Salem	IX-1705(3)	314,500
Portland	IX-9565(9)	212,500

(Continue on revers

SUBMITTED *(Signature)*

TITLE

DATE

NO.

APPROVED *(Signature)* W. Spencer for

TITLE Chief, Operations and Execution Branch

DATE FEB 6 1980

ADVICE NO. 823-10-0-04

FHWA-370 (REV. 8-72)

PREVIOUS EDITIONS OF THIS FORM MAY BE USED

Bancroft - [illegible]

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: FEB 14 1980

In reply refer to: HFS-12

SUBJECT: Interstate Substitution Projects

FROM Director, Office of Fiscal Services

TO Mr. L. E. Lybecker
HRA-10 Regional Federal Highway Administrator
Portland, Oregon

Obligational authority in the amount of $636,480 was approved by UMTA for the following Oregon Interstate substitution projects:

Area	Project Number	Amount
Salem	IX-1705(4)	$109,480
Salem	IX-1705(3)	314,500
Portland	IX-9565(9)	212,500

An FHWA 370, Advice of Funds Available for Obligation, was approved February 8, 1980, and will be forwarded under separate cover. In the meantime, the Division Administrator is authorized to proceed with these projects.

Roy S. Marcey

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-9565(9)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO.
80368

COUNTY NAME
Multnomah

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

2-13
Orig

RECEIVED
STATE HWY ENGR
FEB 13 '80
REFER TO
Moehring
FOR

Info	Inves	R/D	D/R	Sgn	Att	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
2-8-80

FEDERAL ROUTE NUMBER
FAU 9565

STATE ROUTE NUMBER
Primary 3

GENERAL LOCATION:
Bancroft Street - Sellwood Bridge (Portland) Section

GENERAL DESCRIPTION OF WORK:
Right of Way Acquisition

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER *(Specify)*
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-21-79, you are now authorized to proceed with all phases of right of way acquisition as outlined on R/W Map 9B-16-26 at a TEC of $250,000 with Federal participation limited to $212,500. Federal participation is limited to that right of way actually incorporated in the final location.
(Advice dated 2-8-80)

DATE
2-8-80

SIGNATURE OF APPROVING OFFICIAL
G K Hassner

TITLE
for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-888

~~Portland~~

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Metro Technical Services
January 30, 1980

FILE: 26-1913

FROM: K. D. LIMBOCKER
Metro Design Engineer

TO: DUANE CHRISTENSEN
Final Design Engineer

SUBJECT: S.W. Bancroft-Sellwood Br.
Macadam Avenue
Multnomah County
Prefix: 26-1913

Herewith a request from the City of Portland to close S.W. Richardson Street at its intersection with Macadam Avenue by extending the curb and sidewalk through the intersection.

Metro has no objections to this closure. Please alter plans to reflect this change.

pq

Attachment

RECEIVED

REFERRED TO
Board ✓ Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Lau
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
MIKE LINDBERG
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

621 S.W. ALDER
PORTLAND, OR 97205

January 24, 1980

ODOT-Metro
5821 N.E. Glisan St.
Portland, Oregon 97213

Attn: Chuck Pietrok

Re: SW Macadam Avenue

Dear Chuck:

Pursuant to your conversation with Vic Rhodes of this office, please implement the physical closure of SW Richardson Street at SW Macadam Avenue. SW Richardson Street is being landscaped by a private party under revocable permit from the City of Portland. There will be no street improvement in this right of way in the forseeable future. For these reasons, we request that the design be altered to include a continuous curb and sidewalk on SW Macadam Avenue across the SW Richardson right of way.

Sincerely,

Vargas

David J. Vargas, P.E.
Highway Coordinator

DJV:VFR:lj

cc: Dick Johnson

Noted By Chuck Pietrok
1/29/80

IX-1

December 27, 1979

PRO 6-2

City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204

ATTN: Mr. John Lang
Highway Coordinator

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the right-of-way acquisition phase on the Bancroft St.-Sellwood Bridge Section of Macadam Avenue.

Financial sharing of the right-of-way phase is:

Total R/W Costs	$250,000
Federal Funds	212,500
Balance	$ 37,500
City Share	$ 37,500

Please make your check in the amount of $37,500, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:fkc

bcc w/AD#712: Vern Skoog - Please return completed AD #712
when check is received.

Jon Rose

H

IX-P

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 21, 1979

In Reply Refer to
File No.:
PRO 6-2

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80368
Project No. IX-9565(9)
Bancroft St.-Sellwood Br.(Portland)Section
Multnomah County

Attached is support data consisting of PR-1 forms, sketch maps and right-of-way roll maps for the subject project.

I request the following:

1) Financing for the subject project utilizing Interstate Substitution General Funds. Approval of this request will involve an estimated total cost of $250,000 and obligation of $212,500 in federal funds.

2) Authorization to proceed with the actual acquisition of right-of-way all phases as programmed. The right-of-way to be acquired is as outlined in red on the enclosed copy of right-of-way map No. 9B-16-26. There is no relocation involved, therefore, assurances regarding the availability of replacement housing is not required.

This request is based on the July 18, 1978 letter to you from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review letter of approval for the project was previously forwarded.

CL:fkc
Attachemnts
cc: R. N. Bothman (Metro)
M. Klotz
J. Rose
Ed. Hardt (Region 1)
G. Zehner w/att
F. Lowe

Form 734-3122

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 12-21-79

FORM PR-1
(REV. 4-61)

Budget Bureau No. 41-R2067
U.S.

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

CARD 2
REPORT NUMBER (19) (20)
PROJECT LOCATION *(45 typewriter spaces)* 21 SR 43, Sellwood Br., N. 1.92 mi. (Portland) 65
ADT PRESENT 24,000 (66)
FUTURE 27,700 (70) YEAR 99 (71) (72)
REGION 10
STATE NAME Oregon

CARD 3
CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Right-of-Way Acquisition 62
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (68)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER
PREFIX LETTER(S) 14 IX- 23
NUMBER 7 9565 (

CARD 4
CLASS OF FEDERAL FUNDS Interstate Substitution General Funded
AME OF URBAN AREA 17-31 Portland
COUNTY NAME Multnomah
CCD (14 (
ROUTE NO. U
FEDERAL-AID 9565* (32)
STATE 3 (36) (37)
U.S. --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS (85.0%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**		"Bancroft St.-Sellwood Br.(Portland) Sec."	1.92	250,000	212,500	--	37,500(City)
5					**CONST** (CODE)							

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	1.92	250,000	212,500	--	37,500(City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)		

REMARKS Additional Data Item 80363

*Old FAP 3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

12-21-79

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Sellwood Br., N. 1.92 mi. (Portland) 65		24,000 (66)	27,700 (70)	99 (71) (72)	10	Oregon	41 (2) (3)	823 (4) (9)	80368 (14) (18)

(35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER (S)	NUMBER	SEQ. NO.	I Projects Only: POST MI.	DESIG.
on 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 IX- 23	7 9565 (9)	13	(24)	(26) 27

e Substitution General Funded

Portland

COUNTY NAME	CODE
Multnomah	051 (14) (16)

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	9565* (32)	3 (36)	-- (37) (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85.0%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
W		"Bancroft St.-Sellwood Br.(Portland) Sec."	1.92	250,000	212,500	--	37,500(City)	
ST								ROW - 80' min.; Access Control-partial Parking Restrictions- Complete.
CL		PROJECT TOTALS	1.92	250,000	212,500	--	37,500(City)	
L DATES				(16) (23)	(24) (33)			

REMARKS Additional Data Item 80368; Project No. IX-9565(6).

*Old FAP 3

Bancroft St.-Sellwood Br.(Portland) Section
Project No. IX-9565(9)

Project Data: Work under this project consists of right-of-way acquisition all phases for the future construction necessary to widen the existing facility to a 60 foot curbed section to provide for 4 traffic lanes with a left turn median, traffic signals, sidewalk/bikeway and removal of railroad spur.

Note:
1) This project is in Congressional District No. 1
2) Included in MSD FY'80 TIP/AE as #234 on pg. 139.
3) No relocation assistance involved.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9565(6)
Bancroft Street - Sellwood Bridge Section
Oswego Highway (Macadam Avenue)

Date: December 17, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer

Mr. Henry's letter of December 12, 1979, indicates that the City of Portland desires to schedule the subject project for contract in March of 1980. In order to accomplish this the City is suggesting that property owners execute a permit of entry and waive the right to have their property appraised, negotiated for and payment made prior to possession as required by the Uniform Relocation and Real Property Acquisition Policy Act of 1970.

The City's proposal is contrary to the intent of the Uniform Act which states that real property shall be appraised at an amount established as just compensation before the initiation of negotiations which, in this case, would be negotiations for a permit of entry. The Uniform Act further requires that, before an owner is required to surrender possession of his property, a deposit shall be made into court for the benefit of the owner of an amount not less than the approved appraisal of the fair market value of the property.

We can understand the City's desire to advance the project; however, the proposed procedure would circumvent the law which has as its objective the fair and consistent treatment of all owners in order to promote public confidence in land acquisition practices. Under the circumstances we cannot agree that the proposal is an acceptable procedure. The Uniform Act must be complied with if there are any Federal funds in the project irrespective of whether the right of way is acquired by the City or the State.

Green
G. L. Green

cc:
OSHD (R Henry)
(J B Boyd)
Metro (R Bothman)
(L Grothaus)

December 12, 1979

TO: Charles J. Mathias
Division Right of Way Officer

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Permit of Entry
Bancroft St. - Sellwood Bridge Section
Oswego Highway (Macadam Avenue)
FAP No. 1X-9565(6)
Multnomah County

This project is scheduled for contract in November 1980, but the City wants to move it up to March. This does not provide sufficient time to acquire all the right-of-way. The City of Portland has asked us to meet with all the property owners and attempt to acquire permits of entry on twenty-two parcels that require permit easements for slopes. The City believes the property owners are in favor of the project and will sign all the necessary waivers.

I am enclosing a copy of the Permit of Entry form we plan to use. Is this procedure acceptable to FHWA?

RH:mk

cc: R. N. Bothman
L. C. Grothaus

bc: F. B. Klaboe ✓
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

[illegible]
DOT DIRECTOR
DEC 1 - '79
REFER TO

P

AGR

STATE OF OREGON

Highway Division
DEPT.

Frall
TELEPHONE

INTEROFFICE MEMO

TO: Cecil Head
Commission Services

DATE: November 21, 1979

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Agr. #136
Bancroft St.-Sellwood Br.
City of Portland

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attached is the agreement for right of way services for this project.

The project will be programmed.

AE
mp
Attach. - Orig.

cc: Ed Hardt, w/c
Local Gov't Programs, w/c
Finance, Attn: Jim Kinns, w/c
Hank Wakerlig, w/c
Relocation, w/c
Title, w/c

NOTED
C. W. HEAD

1193

HIGHWAY DIVISION

FORM 81-734-1150

INVOICE

NO.

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-22-79	CA 6143		26-1985-03(49)PI $14.32

PORTLCO

- City of Portland
- 203 City Hall
- Portland, OR 97204

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Adjustment to Amount paid city on city project #2797 - "S.W. MacAdam Dev. Study". FAP #M9565(1) to reflect Correct rate of FHWA participation.			

Total Cost	100%	$14,327.42
FHWA Share	85.8%	12,292.93
OSHD	7.1%	1,017.25
City	7.1%	1,017.24

City Due FHWA & OSHD Shares	$ 13,310.18
Actual Reimbursement Pd. City	(13,324.50)
Amount Overpaid	$ 14.32

OSHD AUDIT #64

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT UNIT - 2878

INTEROFFICE MEMO

FILE: ACC 5-4

TO: Vernon E. Skoog
Controller

DATE: October 19, 1979

FROM: Dettmar W. Jones
Staff Auditor D. W. Jones

SUBJECT: Audit Report
City of Portland
SW Macadam Study

We have completed an audit of the State's agreement with the City of Portland, Federal Aid Project M-9565(1). The project agreement authorized an amount of $15,000. FHWA approved it on September 28, 1976, and it was accepted by State on September 27, 1978. Total costs claimed for reimbursement were $13,324.50.

Our examination was made in accordance with the GAO Standards as implemented by OSHD audit policy. Accordingly, the audit included such tests, observations and inquiries of the City's records, procedures and internal controls as we considered necessary to provide assurance that financial operations were properly conducted; financial reports were presented fairly; and the City complied with applicable laws and regulations.

In our opinion the practices, procedures and controls applicable to the operation of the project for the audit period were generally adequate to assure that the financial operations were properly conducted; financial reports were presented fairly; and applicable laws, regulations and administrative requirements were complied with.

Accordingly, in our opinion, the audited participating cost of $14,327.42 was fairly presented and proper for reimbursement under the terms of the Agreement.

APPROVED
V. E. Skoog
[illegible]

DWJ:njc

Contains
Recycled
Materials
[illegible] 25-1387

SP*75483-125

GON STATE
HWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10/19/79	CA 614/3		㊾ 26-1985-903 P1 #14.32

BILL TO: Code:

City of Portland
203 City Hall
Portland, Or 97204

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

Adjustment to ~~City Pro~~ Amount paid city on City Project # 2797 - "S.W. MacAdam Dev. Study" FAP # 9565(1) to reflect Correct rate of FHWA Participation:

TOTAL COST	100%	#	14,527.42
FHWA SHARE	85.8%	#	12,292.93
OSHD "	7.1%		1,017.25
CITY "	7.1%		1,017.24

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
CITY DUE FHWA + OSHD SHARES		13,310.18	
ACTUAL REIMBURSEMENT PD. CITY		(13,324.50)	
AMOUNT OVERPAID		14.32	

Advance Deposit Amount .... $

Advance Deposit Previously Transferred to Highway Fund .... $

Balance .... $

Transfer to Highway Fund .... $

Refund Due .... $

Partial or final request for billing

Number of the previous request in connection with this service.

Amount Due $14.32

Submitted by:

Approved: V. E. [illegible]

26-1913

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

October 15, 1979

1 Versteeg ✓
Anderson
Christensen Copy TO
Olson
2 Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
OCT 17 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___/___
Action

John Lang
City of Portland
400 S.W. Sixth Avenue
Portland, OR 97204

Subject: S.W. Bancroft Street-Sellwood Bridge Section
Macadam Avenue

This is in response to the comments in your letter of September 28 and Ernie Munch's letter of October 1.

First, to address the five points in your letter:

1. Longitudinal grades in excess of 0.25%
   Because of the problems with matching existing building entrances, driveways, etc., to minimize right-of-way impacts, we could not always get the most desirable grades. There are four areas ranging in length from 50 to 375 feet where the grades are less than 0.25%. Inlets have been placed so the drainage should be taken care of.
2. Driveways should be Type #107
   The City of Portland's Type #107 has a one-inch vertical rise at the gutter-line where the driveway starts. Because of the hazard this creates with bicyclists, we have modified our standard driveways to eliminate the one-inch step and now construct the driveways starting flush with the gutter-line. For this reason I feel that we should stay with Type A.P.C.C. driveways as shown in the attached standard drawing. (Type A is also being used on the S.E. 50th-S.E. 92nd section of Powell Boulevard).
3. Curb corner radii should be as large as possible up to 25 feet
   I certainly agree with you. The radii on this project vary from 14 feet to 25 feet, depending upon the right-of-way and sidewalk needs. Our designers have tried to get the maximum radius at each location and as a double check, by a copy of this letter, I am asking the final designers to review the radii to determine if a few more feet can be squeezed out.
4. Sidewalk between Boundary and Carolina
   The sidewalk is being added.
5. Minimum spacing of four feet between sidewalk and curb
   This has been used except where the city has requested a variation to make this space available for trucks loading and unloading between Vermont Street and Texas Street on the eastside.

Now to Ernie Munch's letter:

1. Nu Vita Foods Access
I see no problem with putting a break in the median island to allow southbound vehicles to turn into the business driveway. I agree that left turns out of the driveway should be prohibited. By a copy of this letter, I am asking that our designers in Salem make this change.

2. Sidewalks down Miles Street
Other than the curb returns and matching the pavement grade, no work is planned down Miles Street. That would be considered beyond the project limits. Our current plans do not call for sidewalks south of Miles Court.

R W descriptions

3. Utilities and Street Trees
I agree. This coordination is necessary to avoid possible conflicts. The city Lighting Bureau is designing the lighting but we haven't received the plans as yet. We have not received the tree planting plans or the traffic signal plans yet either. Coordination will be made easier by early completion of preliminary plans.

4. Midway Lumber
If I interpret the cross-sections correctly, Ernie is proposing filling against the Midway Lumber Company building. This may or may not work. Our right-of-way liaison will determine if the building can take the fill or what other remedy is acceptable.

5. Curb Cut
I see no problem with revising the driveway approach for the Dr. and Mrs. Straus property as per your sketch. We will ask the final designers to make the revision.

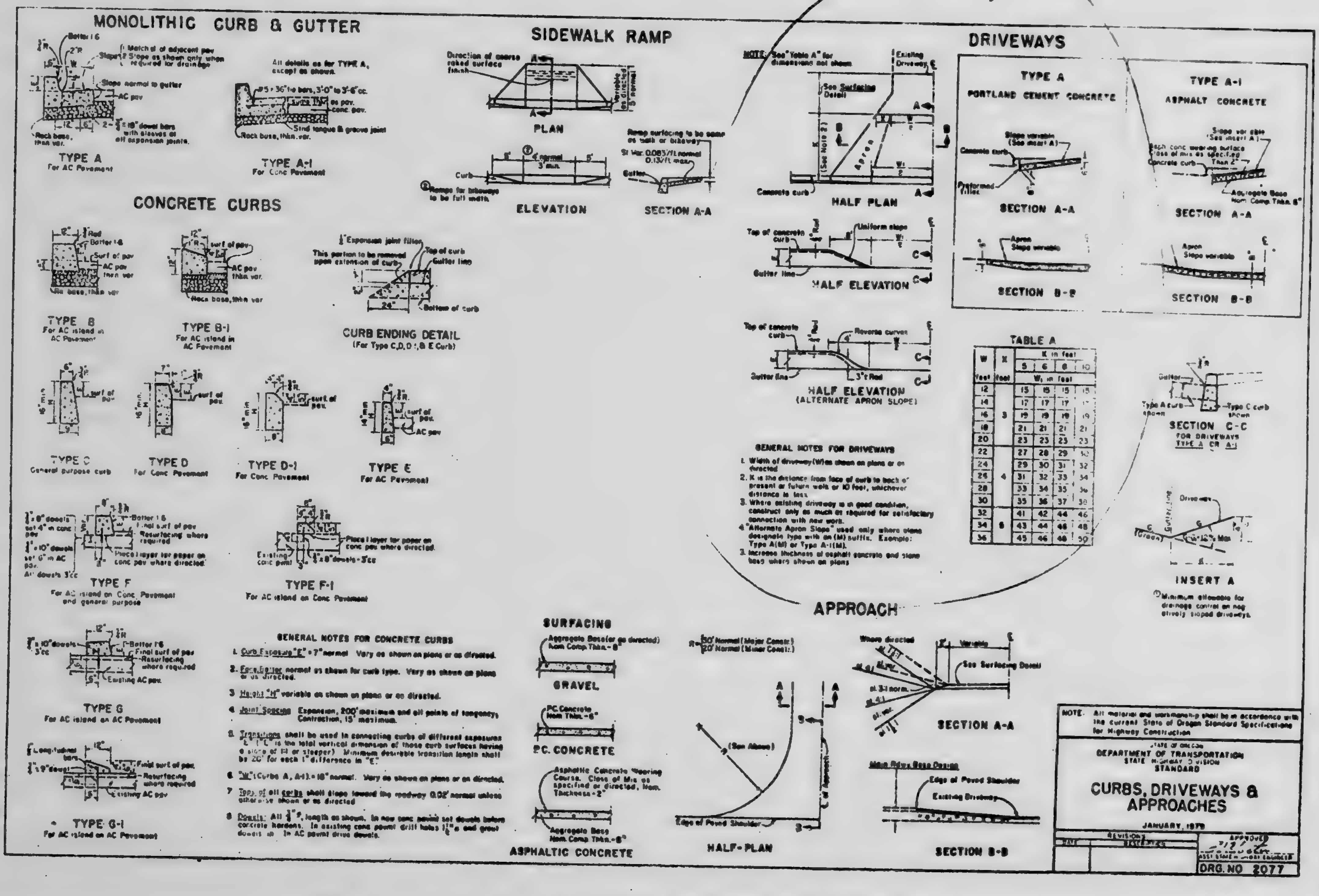
We are trying to complete the final design and property descriptions so right-of-way funds can be obligated as soon as the Federal Government lifts the freeze on the funds.

D. R. Adams
Project Development Manager

DRA:PE

Attachment

cc: E. Munch, J.H. Versteeg, D.O. Christianson, M.J. Klotz,
K. D. Limbocker, L. Grothaus


MONOLITHIC CURB & GUTTER
TYPE A
For AC Pavement
TYPE A-1
For Conc Pavement
All details as for TYPE A, except as shown.
CONCRETE CURBS
TYPE B
For AC island in AC Pavement
TYPE B-1
For AC island in AC Pavement
CURB ENDING DETAIL
(For Type C,D,D-1,& E Curb)
TYPE C
General purpose curb
TYPE D
For Conc Pavement
TYPE D-1
For Conc Pavement
TYPE E
For AC Pavement
TYPE F
For AC island on Conc Pavement and general purpose
TYPE F-1
For AC island on Conc Pavement
TYPE G
For AC island on AC Pavement
TYPE G-1
For AC island on AC Pavement
SIDEWALK RAMP
PLAN
ELEVATION
SECTION A-A
DRIVEWAYS
TYPE A
PORTLAND CEMENT CONCRETE
TYPE A-1
ASPHALT CONCRETE
SECTION A-A
SECTION B-B
HALF PLAN
HALF ELEVATION
HALF ELEVATION
(ALTERNATE APRON SLOPE)
SECTION C-C
FOR DRIVEWAYS
TYPE A OR A-1
INSERT A
SURFACING
GRAVEL
P.C. CONCRETE
ASPHALTIC CONCRETE
APPROACH
HALF-PLAN
SECTION A-A
SECTION B-B

GENERAL NOTES FOR CONCRETE CURBS

1. Curb Exposure "E" = 7" normal. Vary as shown on plans or as directed.
2. Face Batter normal as shown for curb type. Vary as shown on plans or as directed.
3. Height "H" variable as shown on plans or as directed.
4. Joint Spacing: Expansion, 200' maximum and all points of tangency; Contraction, 15' maximum.
5. Transitions shall be used in connecting curbs of different exposures. ("E" is the total vertical dimension of those curb surfaces having a slope of 1:1 or steeper.) Minimum desirable transition length shall be 20' for each 1" difference in "E".
6. "W" (Curbs A, A-1) = 18" normal. Vary as shown on plans or as directed.
7. Tops of all curbs shall slope toward the roadway 0.02' normal unless otherwise shown or as directed.
8. Dowels: All $\frac{3}{4}$" ø, length as shown. In new conc pavmt set dowels before concrete hardens. In existing conc pavmt drill holes $1\frac{1}{4}$" ø and grout dowels in. In AC pavmt drive dowels.

GENERAL NOTES FOR DRIVEWAYS

1. Width of driveway (W) as shown on plans or as directed.
2. K is the distance from face of curb to back of present or future walk or 10 feet, whichever distance is less.
3. Where existing driveway is in good condition, construct only as much as required for satisfactory connection with new work.
4. "Alternate Apron Slope" used only where plans designate type with an (M) suffix. Example: Type A(M) or Type A-1(M).
3. Increase thickness of asphalt concrete and stone base where shown on plans.

TABLE A

W	X	K in feet			
		5	6	8	10
feet	feet	W₁ in feet			
12	3	15	15	15	15
14		17	17	17	17
16		19	19	19	19
18		21	21	21	21
20		23	23	23	23
22	4	27	28	29	30
24		29	30	31	32
26		31	32	33	34
28		33	34	35	36
30		35	36	37	38
32	6	41	42	44	46
34		43	44	46	48
36		45	46	48	50

NOTE. All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications for Highway Construction

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION
STANDARD

CURBS, DRIVEWAYS & APPROACHES

JANUARY, 1979

REVISIONS
DATE | DESCRIPTION
APPROVED
ASST STATE HIGHWAY ENGINEER
DRG. NO 2077

Mult

STATE OF OREGON
Metro Technical Services
DEPT.
238-8254
TELEPHONE

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: September 19, 1979

FROM: GARY KENNEN Gary
Metro Utilities Engineer

SUBJECT: Bancroft St.-Sellwood Bridge
Macadam Avenue
Prefix: 26-1913(100)

/ Versteeg /
Anderson
Christensen
Z Olson O C A.
Sullivan
Terpin
Trost
Wakeng

RECEIVED
SEP 21 1979
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up /
Action

On September 18, a meeting was held in the Metro Large Conference Room to determine the feasibility of a joint utility trench on the Macadam Avenue project. In attendance were the following:

Dan Peterson, Portland General Electric Co.
Rick Syring, Portland General Electric Co.
Lindsey Miller, Pacific NW Bell
Dean Franklin, City of Portland Traffic Section
Carl Gudmundson, City of Portland Street Lighting
Chuck McDonald, City of Portland Street Lighting
Lloyd Miller, City of Portland Utility Coordinator
Vern Butzer, ODOT Designer
Gary Kennen, ODOT Utilities Engineer

The purpose of the meeting was to cover the following questions:

1. Do we want a joint utility trench?

   Pacific NW Bell - yes
   City of Portland - Yes

2. Who will occupy the trench?

   Pacific Northwest Bell
   City of Portland Traffic
   City of Portland Street Lighting
   Possibly Cable TV

3. Determine the typical section of the trench and the location of the trench.

   After much discussion, the typical section and location was agreed to. This information was given to Don Killings, who will do the drafting. Copies of the map and typical section will be submitted to the various occupants of the trench for their approval.

4. Who will build the trench?

   The ODOT contractor.

5. When will the trench be constructed?

   Near the start of the construction project, thus allowing Pacific Northwest Bell to remove their westerly pole line.

6. Cost sharing.

   I will prepare an estimate of cost for constructing the trench and a proposal to be submitted to Pacific Northwest Bell. A letter agreement will then be signed and made a part of the contract as was done on Powell Boulevard.

In addition to the above, Portland General Electric is interested in relocating their pole line this winter. By removing their poles, a temporary illumination system (and the funding for this system) will be required. Also some field staking by state crews is needed. Removal of Portland General Electric's poles prior to contract letting will greatly expedite roadbed construction. Portland General Electric is to provide an estimate for temporary illumination. My windshield estimate for this work is $50,000 (based upon Powell Blvd.).

pq

cc M. J. Klotz
J. H. Versteeg
J. Cartwright

3

ROAD DESIGN 378-6558

Sept. 13, 1979

R. N. Bothman, Administrator
Metro

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

S.W. Bancroft-Sellwood Bridge Sec.
Oswego Highway (Macadam Avenue)
Multnomah County

ATTN: Ken Limbocker

According to your letter of September 11, the sidewalk was eliminated from the east side of the subject project from S.W. Boundary to S.W. Carolina at the request of the City of Portland. This was to provide room for a possible future light rail facility.

By law, we are required to consider construction of footpaths and bike trails wherever highways are being reconstructed. Under certain conditions--high cost, no use, alternate path--they need not be built. This project would not fit these exceptions, so it will be necessary to construct a walk on the east side of the highway through the area mentioned above.

This requirement was checked with FHWA and they agree that the walk should be provided continuously in order to gain approval for Federal funding of the other walks on the east side. If and when light rail is constructed, it will be necessary to continue the walk in its proposed or a substitute location.

The plans and R/W requirements are being revised accordingly.

DNS:cj

cc: W. H. Wakerlig
O. Sacre
D. Shaffer
FHWA

1 Versteeg ✓
Anderson
Christ...
2 Olson
Sullivan
Terpin
Treo...
Wakerlig

SEP 14 1979
ROAD DESIGN
SECTION

STATE OF OREGON **INTEROFFICE MEMO**

Metro Technical Services 238-8230
DEPT. TELEPHONE

TO: DON STOUDENMEYER
Engineering Unit

DATE: September 11, 1979

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: S.W. Bancroft-Sellwood Bridge
Oswego Highway (Macadam Avenue)
Multnomah County
Prefix: 26-1913

The sidewalk was eliminated from the east side of the project, from S.W. Boundary to S.W. Carolina, at the request of Earnest Munch, City of Portland. Munch conducted the Macadam Avenue study for the City of Portland which determined the scope of this project.

The reasoning in the sidewalk elimination was based on future conflict with the light rail proposed through this area. The light rail alignment would leave the existing railway near S.W. Carolina and parallel Macadam to approximately S.W. Boundary. Munch contends that the light rail construction is eminent and the removal of new sidewalk through this area would cause considerable adverse public criticism.

pq

REFERRED TO
Board ✓ Standardization
Cole Sample
Eriksen Watson
Hager Dunn Lee
Return Discuss Do File Copy Due
FINAL DESIGN ENGINEER

Versteeg
Anderson
RECEIVED
SEP 19 1979
ROAD DESIGN SECTION
Do Not

FAIX

STATE OF OREGON **INTEROFFICE MEMO**

Metro Technical Services — DEPT. 238-8230 — TELEPHONE

TO: J. H. VERSTEEG
Design Engineer

DATE: August 15, 1979

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Project Transmittal
S.W. Bancroft-Sellwood Bridge
Macadam Avenue (Oswego Highway)
Multnomah County

RECEIVED
AUG 16 1979
LOCATION
SECTION

Herewith the following data for the subject project:

1 Folder - Computations, Summaries & Cost Estimate
7 Sheets - F. A. Sheets, Mylar, Const. Details, Incomplete
7 Sheets - F. A. Sheets, Sepias, Utilities & Drainage Details
1 Roll - Profile, L_4 Line, Work Copy
1 Roll - Profiles, TM, MT & MN Lines
3 Rolls - L_4 Cross-Sections 1"=1' V. & 1"=5' H.
3 Rolls - L_4 Cross-Sections 1"=10' V. & H.
1 Roll " " TM & MT Lines
1 Roll - Typical Sections - Incomplete
1 Roll - R/W Map Sepia - Incomplete
1 Folder - Private Surveys
5 Rolls - Private Surveys, 1/4 Sec. Sheets
1 Roll - Base Map - Mylar
2 Rolls - Side Street Cross Sections - Not used
1 Roll - City Water Dept. Maps
1 Roll - City Sewer Maps
1 Roll - Telephone Co. Lines (1961 Location Map)
1 Roll - Utility Map - Corrected by City Sewer Dept.
6 Sheets - F. A. Sheet Sepias 1"=20' Signal Vic. Maps
1 Roll - Drainage Work Plan
1 Roll - 1973 Hy Con with Drainage Areas
1 Roll - Field Data of Existing Drainage
1 Folder - Grade Computations
1 Folder - Deed Photostats
1 Roll - Sepia Channelization, Slope Lines & Proposed R/W
1 Roll - Copy, Existing R/W Map
1 Folder - Photos of Buildings
1 Roll - N.W. Natural Gas Mains
1 Copy - "Macadam Ave. Improvement Project" - City publication
1 Folder - Coordinates
1 Book - Cross-Sections TM & MT Lines
1 Book - Cross-Sections "L" 2113+50 - 2192+70 ($L_4$13+55-92+70)
1 Book - Cross-Sections "L" 2193+00 - 2213+50 ($L_4$93+00-113+50)

REC'D 8-22-79.
Max says City has
assured him that they
will provide funds for
this project. He says
this is a "hot" project
don't hold it up.

Memo to J. H. Versteeg
From K. D. Limbocker
Project Transmittal
August 15, 1979
Page 2

2 Books - Topography Notes
1 Book - Baseline, Property corner, monument ties
1 Book - Side Street Cross Sections
1 Book - MN, MT, TM Profiles & Bench Levels
1 Packet - Supplementary Notes
1 Roll - Original Macadam Alignment

This project is being submitted at this time to allow your work to proceed while this office is winding up some of the incomplete details.

The Right-of-way Liaison Report will be delayed due to the inability to define the easement and right-of-way takings until the eleventh hour.

Wall details are incomplete and additional field work will be necessary to complete the design. It is best to determine all of the needed field work and complete it in one session rather than going on a piecemeal basis.

The project utilized the RDS computer program but some areas had to be modified by hand due to late changes requested by the City.

A landscaping plan has not been developed. The City planners and parks people will want to either design the plantings or be consulted during the development phase.

- State to Do Landscape Plan
KDL

I am apologetic for the incomplete data being transmitted at this time but the gaps will be filled within a week or so. Over-simplification of the project in the planning stage set an unrealistic period for our design work.

The illumination and signal plan development is the responsibility of the City of Portland and will be transmitted during the month of September.

pq

Enclosures

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 1 OF 3 SHEETS

S.W. Bancroft St. - Sellwood Br. Sec. 8/14/79
Oswego Highway (S.W. Macadam Ave)
Mult. Co. City of Portland Prefix 26-1913

Quantity Summary & Cost Estimate

Item	Unit	Net Quantity	Allowance	Gross Quantity	Unit Price	Cost
1. Mobilization	Lump Sum	All	-	All	(8%) Lump Sum	$176,9[illegible] ~~202,500~~
. Prot. & Dir. of Traffic	" "	"	-	"	(5%) " "	110,5[illegible] ~~126,500~~
Temporary Signs	Sq. Ft.	1,500	-	1,500	$6.00	9,000
1. Temporary Barriers	Each	30	-	30	100.00	3,000
5 O'head. Illum. Lane Markers	"	50	-	50	580.00	29,000
. Clearing & Grubbing	Lump Sum	All	-	All	Lump Sum	8,700
7. Removal of Str. & Obstr.	" "	"	-	"	" "	90,000
5. Remove Concrete inlets	Each	56	6	62	200.00	12,400
9. Remove Manholes	"	1	-	1	2,000.00	2,000
0. Plug & Backfill Manholes	"	2	-	2	225.00	450
1. Extra for P.C.C. Pvmt Removal	Lump Sum	All	-	All	Lump Sum	148,500
. General Excavation	Cu. Yd.	48,800	5,200	54,000	4.90	264,600
Trench Excavation	" "	3,980	370	4,350	10.00	43,500
1 Finishing Roadbed & Slopes	Lump Sum	All	-	All	Lump Sum	10,000
5. Furnish & Place Topsoil	Cu. Yd.	4,560	440	5,000	12.00	60,000
6. Watering	M-Gal.	160	15	175	10.00	1,750
7. Plant Mix Bituminous Base	Ton	29,600	3,000	32,600	~~17.00~~	3[illegible] ~~554,200~~
3. Asph. Conc. Mix - Class "B"	"	11,900	1,200	13,100	1[illegible] ~~18.00~~	1[illegible] ~~235,800~~
9. Asphalt in Mix	"	2,460	240	2,700	112.00	302,400
0. Asphalt Tack Coat	"	5.5	0.5	6	250.00	1,500
1. Extra for Approach Roads	Each	28	-	28	250.00	7,000
2. Extra for Paving Slopes	Lin. Ft.	2,000	200	2,200	1.00	2,200
3. Concrete in Retaining Walls	Cu. Yd.	59	6	65	225.00	14,625
4. Reinforcement in Ret. Walls	lb.	5,350	450	5,800	0.60	3,480
5. Struct. Excav. for Walls	Cu. Yd.	135	15	150	15.00	2,250
6. 4-inch Sewer Pipe	Lin. Ft.	36	4	40	8.00	320

Form 81-734-3049

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 2 OF 3 SHEETS

S.W. Bancroft St - Sellwood Br. Sec.
Oswego Highway (S.W. Macadam Ave.)
Mult. Co. City of Portland Prefix 26-1913

8/14/79

Quantity Summary & Cost Estimate

Item	Unit	Net Quantity	Allowance	Gross Quantity	Unit Price	Cost
7. 6-inch Sewer Pipe	Lin. Ft.	132	13	145	\$$8^{00}$	\$1,160
8. 8-inch " "	" "	4,190	410	4,600	9^{00}	41,400
9. 10-inch " "	" "	80	10	90	10^{00}	900
0. 12-inch " "	" "	3,170	330	3,500	11^{50}	40,250
1. 15-inch " "	" "	376	34	410	12^{50}	5,125
2. 18-inch " "	" "	525	50	575	17^{50}	10,062
3. 8-inch Corr. Metal Pipe	" "	20	5	25	7^{50}	187^{50}
4. 12-inch " " "	" "	45	5	50	9^{50}	475
5. 48-inch Conc. Culvert Pipe	" "	40	-	40	70^{00}	2,800
6. 6-inch Perf. Metal Pipe	" "	9,252	948	10,200	6^{50}	66,300
7. 6-inch Metal Drain Pipe	" "	501	49	550	6^{50}	3,575
8. Extra Under Pavement	" "	1,963	187	2,150	15^{00}	32,250
9. Special Backfill in Drains	Cu. Yd.	790	80	870	25^{00}	21,750
0. Const. Conc. Manholes	Each	9	1	10	$1,200^{00}$	12,000
1. Const. Conc. Inlets Type "F"	"	138	12	150	550^{00}	82,500
2. Const. Special Inlets	"	3	-	3	$1,000^{00}$	3,000
3. Adjust Manholes	"	50	5	55	200^{00}	11,000
14. Reconst. Manholes	"	25	3	28	750^{00}	21,000
15. Adjust Inlets	"	10	1	11	250^{00}	2,750
16. Const. Guardrail Type 2	Lin. Ft.	950	50	1,000	11^{00}	11,000
17. Guardrail Anchors Type 1	Each	6	-	6	300^{00}	1,800
18. Const. CL-6 Fence	Lin. Ft.	195	20	215	7^{50}	$1,612^{50}$
19. Const. P.C.C. Sidewalk	Sq. Yd.	6,300	600	6,900	13^{50}	93,150
0. " " " " Driveways	" "	1,860	190	2,050	20^{00}	41,000
1. " " " " Curb Type "C"	Lin. Ft.	21,000	500	21,500	3^{75}	80,625
2. " " " " Curb Type "D"	" "	9,550	200	9,750	13^{00}	126,750

Form 81-734-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 3 OF 3 SHEETS

S.W. Bancroft St. - Sellwood Br. Sec. 8/14/79
Oswego Highway (S.W. Macadam Ave.)
Mult. Co. City of Portland Prefix 26-1913

Item	Unit	Net Quantity	Allowance	Gross Quantity	Unit Price	Cost
53. Const. Conc. Islands Type "C"	Cu. Yd.	50	5	55	$160.00	$8,800
54. Asph. Conc. Curb Type "F"	Lin. Ft.	120	10	130	2.00	260
55. Salv. & Reinst. Ch. Link Fence Fabric	" "	30	5	35	5.00	175
6. Furnish Ch. Lk. Fence Line Posts	Each	4	1	5	17.00	85
57. " " " End Post	"	1	-	1	34.00	34
Subtotal					[illegible],817,	~~2,859,45[illegible]~~
+ 25% Engineering & Contingencies					704,	~~715,549~~ [illegible]50
Subtotal						~~$3,575,000~~ 3,520,500
Signing				All	Lump Sum	33,000
raffic Signals	Each Location			7	48,000	336,000
Adjust Traffic Signals	Each Location			4	1,200	4,800
Illumination	Each Pole			67	4,500	301,500 4,[illegible]77,800
Landscaping						
Additional Anticipated Items						
Utilities						
Temporary Illumination						
R/W						

NARRATIVE REPORT

S.W. ~~Banfield~~ BANCROFT - Sellwood Bridge
Oswego Hwy. (Macadam Ave.)
Multnomah County, Prefix: 26-1913

Background Data: Macadam Avenue is one of the oldest roads in Oregon having been in existence since the 1830's. The cement bound Macadam or Hassum was placed in the mid 1860's. This surfacing underlays most of the roadway today. A location project was completed in the early 1960's and right-of-way was purchased at that time. Interest in the project and financing dropped and the project was not constructed. The City of Portland instigated a study report of the area in 1977. The report was published in February 1978. A copy of this report is enclosed herewith.

Existing Conditions: The existing roadway consists of four 9 to 10 foot lanes with curb and sidewalk on the westerly side and curb on the easterly side. The right-of-way is normally 80 feet wide. Twenty feet was used by a railroad siding track which is now abandoned. This area has been used by adjacent owners and/or businesses for parking. The surfacing is in poor condition and the section contains areas of adverse superelevation, excessive crown and deficient curb exposure. The John's Landing development has spurred the rejuvenation of the area and the increased activity severely strains the existing facility.

The existing surfacing is cement bound Macadam overlayed by asphaltic concrete. Specifications for cement bound Macadam indicate a six inch slab placed directly on subgrade. Some utility companies have cut through the slab for various installation and indicate that the slab thickness varies from six inches to an excess of one foot.

The existing outfall sewer capacity was checked with Ray Sims, City of Portland. Adequate capacity exists in the system to carry the runoff from the added pavement. The system is designed to handle the runoff from the adjacent hilly area to the south and west. Sufficient time lag exists between the Macadam Avenue peak flow and the peak flow from the adjacent area to allow for the widened section.

The Project: Eleven specific design recommendations were made in the City of Portland Study Report. They are as follows:

1. Automobile accommodation should remain within the present right-of-way.
2. Provide four 12-foot lanes - shy distance.
3. Include a median of 16 feet or less with turn refuges and landscaping.
4. Provide signalization for safety and for pedestrian crossings.
5. Provide a "boulevard treatment."
6. Allow landscaping in phases, expecially where immediate compliance would require unreasonable expenditures.
7. Implement a design zone with sign control in the corridor to guide future development.
8. Provide sidewalks adjacent to Macadam which may vary from six feet in width to an espanada effect as constraint permits.
9. Avoid unreasonable impacts on industry and the community.

10. Use the pedestrian, median, and boulevard accommodations as variables when right-of-way constraints exist.

11. When possible, limit improvements (including rail) to the present right-of-way, and in no case should the right-of-way be expanded by more than 20 feet.

Proposed Typical Section: The section requested by the City consisted of 10-foot sidewalk areas on both sides, four 12-foot running lanes with one foot of shy distance along the curbs and a 10-foot planted median. This is an 80-foot roadbed section in an 80-foot right-of-way. This fact, coupled with the statement that no additional right-of-way would be purchased, made an impossible condition. The City compromised to a 79-foot section (9.5-foot sidewalk areas) and construction easements. Some actual right-of-way taking is required and also some cost to cure buildings adversely affected by the roadbed fill.

The section at channelized intersections will reduce the inside lanes to 11 feet to allow for a 12-foot left turn lane. The channelized intersections are located at (1) Hamilton Court with signal (2) S.W. Kelly (3) S.W. Julia Street (4) S.W. Richardson Court (5) S.W. Boundary with signal (6) S.W. Sweeney (7) S.W. Flower, (8) S.W. Pendleton with signal (9) S.W. Iowa, (10) S.W. Carolina (11) S.W. Nebraska with signal (12) S.W. Vermont (13) S.W. California (14) Local service between S.W. Texas and S.W. Nevada, (15) S.W. Nevada with signal (16) At

S.W. Miles with signal (this is revised Taylors Ferry Connection and (17) The connection to Willamette Park. The length of channelization is by demand at all signalized intersections but varies from the standard 100 feet at some minor intersections as per the request of the City.

Special Problems: The adverse superelevation that exists on all curve sections would be extremely expensive to bring up to standard superelevation. Discussion with J. H. Versteeg, Design-Salem, indicated that some degree of adverse super could be tolerated but it should be modified as much as possible without great economic impact on the adjacent businesses. Therefore, the standard section was modified to ease the impact of full superelevation.

The question of how much of the existing roadbed to remove was discussed thoroughly. The cement-bound Macadam is normally 6 inches thick, but varies to an excess of 12 inches. The difficulties of removal and traffic handling were weighed against the damage to adjacent businesses. It was decided to leave the existing roadbed intact from the beginning of project to Station 63+00 and from Station 94+00 to the end of the project. The intervening section contained too many conflicts to remain in place. The planted median section will require removal of the cement-bound Macadam to obtain sufficient soil depth to support plant life. This removal will necessitate construction of sub drains in these areas to protect the integrity of the subgrade under the remaining pavement.

The normal street drainage will outfall to the existing City sewer system. The running lane is adjacent to the sidewalk area and the problem of splashing the pedestrians exists. A system similar to the Union Avenue project has been used. The roadbed slope is increased to 0.04 of a foot and the inlet spacing is decreased to cut down the ponding at the curb.

Alignment: Station 10 to Station 26: The alignment has been shifted slightly to take advantage of the prior right-of-way purchase on the westerly side to provide the necessary width for a four-foot planting strip and five foot sidewalk on the easterly side.

Station 26 to Station 48: Field ties indicate the centerline is located in the middle of the right-of-way.

Station 48 to Station 61: The City requested a minor shift to the right (west) to retain as much right-of-way as possible for a proposed transit corridor parallel to Macadam in this section. Right-of-way purchase will be necessary from Station 48+00 to 50+75.

Station 61 to Station 100: The centerline splits the existing right-of-way as determined by field measurements.

Station 100 to End of Project (STA 117): The centerline approximates the center of the right-of-way; however, a minor shift to the east has been utilized to avoid the necessity of a cut section and/or retaining walls along the cemetery.

Grade Line: The grade line is complex due to the great number of existing contols which must be met to avoid excessive right-of-way costs. The building in this corridor was virtually uncontrolled and therefore most of the existing development was placed on or in close proximity to the property line. The grade line was established to minimize damage to existing culture. The adverse superelevation complicated the grade line determination. Trade offs had to be made between superelevation and property damage. Corrections have been made to provide a 45 mile per hour design speed. Curb and sidewalk construction from Station 10 to Station 26 will present a problem as the slopes of the required fill for the curb would extend into the travel lanes. An A.C. berm for the curb foundation is proposed as a solution to the problem.

Several retaining walls are required. Information for determining length, height and footings is not included at this time. Due to the tight schedule, it is anticipated that the necessary field work will be performed at the request and direction of the Final Design Section.

Grade sheets provided from a computer run - it is regrettable that the time restriction prevented recopying into proper form.

Mapping: Detail map F.A. Sheets, R/W Map and Removal Plan are incomplete. There are many details not worked out. Some culture adjustment such as fences, steps to buildings, etc. may be best accomplished by the owners. How this will be handled has not been determined at this time.

Typical sections submitted are rough and may be incomplete.

Contour line shaping of the interchange area at Taylors Ferry Road-Miles Street was roughed out for quantity estimate but is not final.

Latest revisions of median left turn storage has not been changed on mapping. Some maps, such as the drainage and utility plan have unrevised median islands and driveway locations shown.

Base Design: The base design was provided by Clarence Gregg and is as follows:

Overlay Section - Minimum Depth - 3 inches Asphaltic Concrete
Final Lift - 1 1/2 inches Asphaltic Concrete

Minimum of - 1 inch of AC was allowed for patching, however, with the warped condition and the adverse superelevation of the existing roadbed, additional build up was required in given sections.

New Construction - Treated Base - 12 inches (P.M.B.B. used)
Asphaltic Concrete - 3 inches
Future AC 1 1/2 inches

Signal Design and Locations -

The Signal Design is to be provided by the Traffic Section, City of Portland. The locations are as follows:

S.W. Hamilton Court (by agreement may be contracted prior to this project)

S.W. Boundary

S.W. Pendleton

S.W. Nebraska

S.W. Nevada

S.W. Miles Street (New Taylor's Ferry Connection)

Intertie system will be installed on the contract.

This is a boulevard section and therefore mast arms will be used as per the City request.

Illumination: The lighting plan is being prepared by the City of Portland. Lighting for this project and the County Sellwood Bridge project will be coordinated.

Plans will be completed by ____________________

Right-of-Way: The right-of-way liaison report will be delayed for a week to ten days. Due to the complexity of the building conflicts and restrictions on right-of-way purchase, the actual right-of-way and easement map could not be completed in time to complete the liaison report.

Traffic Handling: Utilization of the median area and staging of the construction should allow maintenance of a roadbed of equal width to the existing roadway. Maintaining traffic to the adjacent property owners will be a major problem and should be addressed in the Special Provisions.

This office will continue to work on specific problem areas that are deficient in the initial transmittal and will send further data as it is developed or at your request. How this will be handled has not been determined at this time.

Typical sections submitted are rough and may be incomplete.

Contour line shaping of the interchange area at Taylors Ferry Road-Miles Street was roughed out for quantity estimate but is not final.

Latest revisions of median-left turn storage has not been changed on mapping. Some maps, such as the drainage and utility plan have unrevised median islands and driveway locations shown.

K. D. LIMBOCKER
Metro Design Engineer

pq

~~ROBERT W. STRAUB~~
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

July 10, 1979

I share your concern with the traffic conditions on Macadam Avenue and have for a number of years. We are attempting to expedite the installation of the signals and widening which is much needed on Macadam Avenue. Unfortunately, the project turned out to be more complex than originally thought due to the requirement of the additional right-of-way being needed.

The design of the traffic signals is being accomplished by the City of Portland and has just been started. This will take the City several months. In the meantime, the design of the street work is being performed by the Department of Transportation and will be completed this month. The easement and right-of-way takings will take an additional six months. This is the delay which we have acknowledged recently. Our tentative contract date is for next spring.

Some cooperation by the owners of the right-of-ways along Macadam in assisting us with the negotiations for the easements would definitely speed up the project. The work will be determined by the length of time it takes to negotiate the necessary easements for the project.

We have considered expediting the installation of the signal, however, the 41 week current delivery time we are experiencing for signal equipment would put that contract work under way at the same time the roadway contractor would be going to work. This would mean we would have two contractors working in the same area, one installing signals for the existing street and another one at the same time widening the street.

We will make every attempt to bring this project to contract as soon as possible. I might add that the delay of the contract from fall to spring probably would not make that much difference due to the limited work that can be accomplished on this type of project during a normal winter.

Please do not hesitate to contact me again if you have any questions or comments as this project progresses.

Robert N Bothman

ROBERT N. BOTHMAN
Administrator

RNB/po

cc: Mayor Neil Goldschmidt
Fred Klaboe
Ed Hardt

attachments

RECEIVED
DOT DIRECTOR
JUL 1[illegible] '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

26-1913
(160)

MA [illegible] SPL
ODOT - METRO
JUL [illegible] 1979
AM PPS ebg FILE T/A

Buckeye Pacific

July 9, 1979

Mr. Robert Bothman
Metropolitan Engineer
Oregon State Highway Div.
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

Buckeye Pacific Corporation is a wholesale lumber company located at Johns Landing (5410 S.W. Macadam). We employ 25 people each of whom drive his or her own vehicle to and from work everyday. It was our understanding a year and a half ago when we moved into Harbor Square Northwest that Macadam Avenue was to be widened during 1979 with working traffic lights installed at several intersections along Macadam including S.W. Boundary Street. We have heard rumors from time to time of delays and as of June 30th we received a communication from the Johns Landing Commercial Property Owners Association stating that the construction on Macadam has been delayed until 1980 and that no plans have been made to install traffic lights immediately.

It does not take an educated Traffic Engineer to observe S.W. Macadam Ave. and know that it is a highly dangerous street and a potential killer. We have seen bad accidents occur on the street with a frequency of about once a week in front of our building. I'm very concerned that none of you people who have authority to make the move to begin the construction on S.W. Macadam Street will be satisfied of the danger of this street until several people have been killed and I think that is a flagrant abuse of your position and of the tax payers money.

I would certainly hope you will revise your plans and begin construction on Macadam immediately, and at the very least install the working traffic signals so that traffic can be slowed down on Macadam and that those streets that feed off of Macadam will have safe exit and entry.

I will be pleased to hear back from you on this matter.

Yours very truly,

BUCKEYE PACIFIC CORPORATION

Milan Stoyanov

Milan Stoyanov, President

5410 SW Macadam Avenue Post Office Box 168 Portland, Oregon 97207 Phone (503) 228-3330 Toll Free 800-547-9191

26-1915 (160)

WATCO ELECTRIC COMPANY

INDUSTRIAL • COMMERCIAL • RESIDENTIAL

July 6, 1979

MR. ROBERT BOTHMAN
Metropolitan Engineer
Oregon State Highway Division
5821 N.E. Glisan
Portland, Oregon 97213

Dear Sir;

It has recently come to our attention that the State Hwy Dept. has delayed the following changes in our area:

1. - Installation of traffic light at the ADS entrance
2. - Installation of permanent light @ Macadam Ave. & Boundary St.
3. - Expedite the widening of Macadam Avenue

Our business is dependant on easy access to Macadam Avenue as our people and trucks are in & out all day. The increased expansion of this area has made this access a hazardous situation and widening & installation of traffic lights is absolutely necessary NOW!!!!!!

Signed: Evan W. Lumsden Jr.
Evan W. Lumsden, Jr. Vice Pres.
William D. Shird
William D. Shird, Sec'y-Treas.

[illegible] SPC
[illegible]
JUL [illegible]
[illegible] 60-7 [illegible]

26-1913 (160)

HINKLE & GOERTZEN
CERTIFIED PUBLIC ACCOUNTANTS

July 6, 1979

Mr. Robert Bothman
Metropolitan Engineer
Oregon State Highway Division
5821 NE Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

We, as commercial tenants of the Johns Landing area, are writing to express our concern over the various traffic problems which are arising as this area continues to develop.

The State Highway Department has informed us that installation of a traffic light at 4600 SW Macadam has been delayed again. We have also learned that the Macadam Avenue Widening project which was scheduled to begin in the fall of 1979 has been delayed until 1980.

Construction projects are being completed rapidly in this area, and we are concerned with the impact of the increase in the traffic flow on Macadam Avenue and to The Landing Drive. It is estimated that approximately 1,000 new employees will move into this area by the end of 1979. We feel, therefore, that it is imperative that a traffic light be installed at 4600 SW Macadam, a permanent light be installed to replace the pedestrian controlled light at Macadam Avenue and Boundary Street, and the Macadam Avenue widening project be started as soon as possible to aid in the flow of traffic in the Johns Landing area of Macadam Avenue.

Any help you can offer will be greatly appreciated.

Yours very truly,

HINKLE & GOERTZEN

Philip A Hinkle

Philip A. Hinkle

PAH/btm

(MA) RDM PDE TDT SPC
DIST - METRO
JUL _ 1979
AM [illegible] ely [illegible]

Harbor Square Northwest
Suite 260, 5410 S.W. Macadam Ave.
Portland, Oregon 97201
503/227-4171

26-1913 (190)

GIRL SCOUTS

July 6, 1979

Mr. Robert Bothman
Metropolitan Engineer
Oregon State Highway Division
5821 N.E. Glisan
Portland, OR 97213

Dear Mr. Bothman,

It has come to my attention that plans for installation of:

1. a traffic light at 4600 S.W. Macadam Avenue

2. The Macadam Avenue widening project

have been delayed.

It is imperative to life and limb of those who travel by feet, wheels that something be done about slowing down traffic as soon as possible.

You literally take your life in your hands when crossing Macadam most any time of the day.

The proposed traffic light would allow a short break in the traffic flow, thereby permitting those of us attempting to cross the street on foot or getting into the north bound or south bound Macadam Avenue to enter Macadam with some degree of safety.

The street widening project would certainly help the danger of narrow lanes, trees and telephone poles.

We know you have seen the problems. We ask you to do all in your power to help us.

Sincerely,

Grace Raymore

Grace Raymore
Executive Director

GR:jt

COLUMBIA RIVER COUNCIL • 4747 S.W. KELLY • PORTLAND OREGON 97201 (503) 224 6560

2C-1913
(160)

5100 S.W. MACADAM AVENUE
PORTLAND, OREGON 97201
TELEPHONE 503/224-4422

m. david paul & associates

M.A. PDM PDE TSE SPC
ODOT – METRO
JUN 12 1979
AM PPS cby FILE T/A

June 11, 1979

Mr. R. N. Bothman
Administrator, Metropolitan Section
Department of Transportation
5821 NE Glisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

We are the owners and developers of a substantial office building project in the Johns Landing area of S.W. Macadam Avenue. Naturally, we are very interested in the progress of the Macadam Avenue widening project.

We understand that the timetable for the beginning of the project has been set back into next year. Regrettable as that delay is, as the widening of the street is sorely needed, of even more importance is the signalization of Macadam Avenue for traffic control.

The location of our construction project, RiverSide Centre office building, affords us an opportunity to daily observe the traffic patterns and habits of motorists along the street. I can assure you that it is a harrowing experience! Traffic consistently flows at higher than posted speeds and there must be at least one accident per week on the average. With commercial activity increasing rapidly in the area there are many motorists trying to get on and off Macadam constantly, without a safe and controlled way of doing so.

Is there any reason why the signalization portion of the Macadam Avenue widening project cannot proceed immediately? I understand that the engineering has been done and funds

Don
R/D
response
Bob

m. david paul & associates

are available. If the traffic signals can be installed, without waiting for the rest of the project to develop, lives, property, and nerves will be saved.

Will you please respond to this request either to myself directly or to the Johns Landing Commercial Owners Association, #200 The Water Tower, 5331 SW Macadam Avenue, Portland, OR 97201.

Your assistance is greatly appreciated.

Sincerely yours,

DA Kiersey

Douglas A. Kiersey
Project Manager

DAK/so
Copy to: Mr. M. David Paul
Mr. Ernie Munch
Mr. John Gray
Mr. Rod Cameron

PRELIMINARY SOILS AND MATERIALS REPORT
Bancroft Street-Sellwood Bridge
Oswego Hwy #3 (Macadam Avenue)
Multnomah County, Prefix No. 26-1913

1. TYPICAL SOILS: The typical soil is fill material, which varies from CLAYEY-SILT to FINE DREDGE SAND.

2. GRANULAR MATERIAL: Some granular material will be encountered in the old fill material. The excavation for the proposed retaining walls will also encounter granular material.

3. DRAINAGE: The drainage appears to be adequate and no problems are anticipated.

4. SLOPE DESIGN: The planned 1 1/2 : 1 fill slope at station "L4" 102 should be adequate and no problems are anticipated. The cut slope behind the proposed retaining walls should be disturbed as little as possible to prevent worsening a potential slide condition. This area has evidence of unstable slopes and slide movement. Little is known of the mechanics at this time.

5. FOUNDATIONS: Proposed retaining walls will require foundation exploration when the design is completed. The proposed retaining walls between "L4" 104 and "L4" 117 on the west side of the highway will be difficult to construct. The material consists of silts and gravels mixed with very large boulders which will require drilling and shooting. The walls should be designed high enough to prevent the material on the upper slope from going over the top of the wall.

6. MATERIAL SOURCES: There are no State owned sources available for this project. The following is a partial list of qualified commercial sources which could provide aggregate material.

Cascade Construction
Willamette HI-Grade
Ross Island S&G

7. WASTE MATERIAL: Most of the material from the retaining wall excavation can be used as the fill material at station "L4" 102. If the existing pavement is removed to match the present curb line, there may be a problem of disposal.

8. BASE DESIGN: Beckelman beam deflection tests were made and used along with Laboratory Reports No. 79-1531 and 79-3037 to complete the attached Base Design. The existing pavement was cored at Station "BL" 570 + 60 6' Lt. and had 2" AC over 6.5" PCC. Additional cores were cut to determine the depth of the AC, and this information is listed on the attached sheet.

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Bancroft St.-Sellwood Bridge (Portland)
Highway: FAU 9565 (Macadam Ave.)
County: Multnomah
Prefix: 26-1913
Res. Engr.

Date April 5, 1979
Twenty year Traffic Coefficient 9.6
18 kip s.a. per day 229.1
R Value 8
Frost Penetration -
CBE Total Requirement 31.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
3.0"	A.C. (Immediate)	6.0
12.0"	T.B.	21.5
16.5"		30.5

*EXISTING ROADWAY

1.5"	A.C. (Final Stage)
3.0"	A.C.O.L. with an extra allowance (1.0") for leveling.

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Local Government Programs
Project Coordinator

*Width variable.
Overlay based on deflection measurements.

Page 1 of 2

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

79- 1531

Project Bancroft St.-Sellwood Br.
Highway Oswego
Contractor
Contract No.
Submitted by C. J. Eshelman
Laboratory No. Prefix No. 26-1913-910
County Multnomah
F. A. Project No.
Date Reported 4-17-79
Laboratory Charges 316.00

1 Sack

REPORT ON SAMPLE OF

Source of material "BL2" 217-00, 4' Rt.
Sampled or inspected at Roadway
To be used Subgrade
Sampled or inspected by R. Jennison 2-22-79
Data No. 48975
Date received 2-26-79
Quantity represented

TEST RESULTS

OIL CONSTANTS

.L. T-89 NP (Non Pel)
.I. T-90 NP
p. Gr. (Le Chat.) 2.71
and Equiv.
la. M-145 A-3
rganic %
at. Moist. %
os Angeles Abrasion T-96
Grading % Wear
regon Degradation
P20 %, Ht. in.

Expansion Pressure and "R" Value T-190

Moisture %	18.3	17.3	16.2	15.2
Exudation Press. psi	23	151	318	485
Expansion Pres. CT in	0.0	0.0	0.0	0.0
Displacement	4.6	4.6	4.2	4.1
Compaction, psi	35	62	86	110
"R" Value	73	73	76	79
Density pcf	99.6	99.6	101.3	102.3
Water loss ml.	200	200	200	200
Comp. water loss at blows	50	–	–	–

Mech. Anal. T-88

Sieve Size	% Passing
4	
3	
2	100.0
1½	96.9
1	90.1
¾	84.2
½	81.1
⅜	79.6
¼	78.0
4	76.8
10	73.4
40	53.5
60	28.8
200	7.1

Moist.-Density Relations

T-99 ☐ T-180 ☐ Harvard ☐

Dry Density pcf	% Moisture
102.2	10.3
104.2	12.4
104.6	13.4
105.0	16.[illegible]
106.[illegible]	17.6

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	26.6 %
Coarse sand, 2.0 to 0.42 mm.	27.2 %	19.9 %
Fine sand, 0.42 to 0.074 mm.	63.2 %	46.4 %
Silt, 0.074 to .02 mm.	4.2 %	3.1 %
Silt, 0.02 to 0.005 mm.	2.3 %	1.7 %
Clay, smaller than 0.005 mm.	3.1 %	2.3 %

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
2 ☐ Files
x ~~Eshelman~~
x Gregg

Remarks Sample was prepared for testing after partial air drying. Unable to fabricate T99 and T190 specimens of higher moisture content due to the large water loss during compaction.

John C. Jenkins
Engineer of Materials

SP*66-56-734

Form [illegible]

Page 2 of 2

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Soil Cement Test Results

Project Bancroft St. - Sellwood Br.
Highway Oswego
Contractor
No.
Submitted by C.J. Eshelman
Source of Material "BL_2" 2172 00, 4' Rt.
Sampled or inspected at Roadway
Sampled or inspected by R. Jennison 2-22-79

Laboratory No. 79-1531
Data Sheet No. 48975
Prefix 26-1913-910
Laboratory charge
Date received 2-26-79
Date reported 4-17-79
To be used Subgrade
Quantity represented

Test Gradation: 1"-0.

Passing 1" — 100.0% Passing 1/2" - 90.4% Passing 1/4" - 87.0%
Passing 3/4" - 93.7% Passing 3/8" - 88.8% Passing #4 — 85.8%

Unconfined Compressive Strength Test; 7-Day Cure Using Oregon Type I Portland Cement:

Portland Cement Content, %	7.0	7.0	7.0
Moisture at Mixing, %	11.4	*11.6	11.9
Dry Density, pcf	116.6	118.2	117.3
Compressive Strength, psi	547	594	583
Liquid Limit (T89)	N.P.	N.P.	N.P.
Plastic Index (T90)	N.P.	N.P.	N.P.

NOTE: Test specimens were mixed for compaction to simulate proposed field mixing conditions and compacted by the method found in the O.S.H.D. Method for Determination of Maximum Density Curve for Cement Treated Base. * Sample at optimum moisture content.

REPORT TO:
☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Materials, Portland
☐ Files

Eshelman
Gregg

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Weight of mix for fabrication of compressive strength specimens, 4 ± 0.2 inch height is approx. 1720 grams (1441 dry aggregate, 100 cement, and 179 water).

John C. Jenkins

OREGON STATE HIGHWAY DIVISION
Materials Section

Page 1 of 3

Laboratory Report

Project Bancroft St.-Sellwood Br.
Highway Oswego
Contractor
Contract No.
Submitted by C. J. Eshelman

Laboratory No. 19 3037
Prefix No. 26-1913-910
County Multnomah
F. A. Project No.
Date Reported 4-26-79
Laboratory Charges 335.00

1 Sack

REPORT ON SAMPLE OF

Source of material Inchge. Ramp, Sta. 92+10, Cent. Ln.
Sampled or inspected at Depth: 6"-16"
To be used Subgrade
Sampled or inspected by R. Jennison 3-29-79

Data No. 48975
Date received 3-29-79
Quantity represented

TEST RESULTS

OIL CONSTANTS
L. T-89 36
I. T-90 7
. Gr. (Le Chat.) 2.61
nd Equiv.
ass. M-145 A-4
ganic %
t. Moist. %
s Angeles Abrasion T-96
Grading % Wear
egon Degradation
P20 %, Ht. in.

Expansion Pressure and "R" Value T-190

Moisture %	22.1	19.8	17.5	16.2	
Exudation Press. psi	40	115	255	523	
Expansion Pres. CT in	0.0	20.0	10.0	25.0	
Displacement	4.3	4.5	4.6	4.4	
Compaction, psi	10	62	86	110	
"R" Value	9	37	49	60	
Density pcf	99.2	102.5	106.4	108.8	
Water loss ml	0	0	0	0	
Comp. water loss at blows	—	—	—	—	

Mech. Anal. T-88

Sieve Size	% Passing
4	
3	100.0
2	98.6
1½	96.3
1	95.5
¾	93.0
½	87.3
⅜	82.7
¼	77.3
4	74.8
10	68.7
40	62.0
60	58.9
200	49.9

Moist.-Density Relations
T-99 ☐ T-180 ☐ Harvard ☐

Dry Density pcf	% Moisture
103.4	12.9
104.6	14.1
108.4	15.9
102.2	19.9

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	31.3 %
Coarse sand, 2.0 to 0.42 mm.	9.7 %	6.7 %
Fine sand, 0.42 to 0.074 mm.	17.6 %	12.1 %
Silt, 0.074 to .02 mm.	36.0 %	24.7 %
Silt, 0.02 to 0.005 mm.	17.1 %	11.7 %
Clay, smaller than 0.005 mm.	19.6 %	13.5 %

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
2 ☐ Files
x Eshelman
x Gregg

Remarks Sample was prepared for testing after partial air drying
"R" Value @ 20.6% Moisture Content
(95% of 108.4 p.c.f. - T99 Max Dens.) - 16
"R" Value @ 17.8% Moisture Content
(300 psi [illegible]) - 52

Engineer of Materials

SP 46059-734

Page 2 of 3.

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project Bancroft St. - Sellwood Br.
Highway Oswego
Contractor
Submitted by C.J. Eshelman
Contract No.

Laboratory No. 79-3037
Prefix No. 26-1913-910
County Multnomah
F. A. Project No.
Date Reported 4-26-79
Laboratory Charges

REPORT ON SAMPLE OF Soil + 5% Lime Treatment

Source of material Inchge. Ramp, Sta. 92 10, Center Line
Sampled or inspected at Depth: 6" - 16"
To be used Subgrade
Sampled or inspected by R. Jennison 3-29-79
Data No. 48975
Date received 3-29-79
Quantity represented

TEST RESULTS

OIL CONSTANTS
L. T-89 3A
I. T-90 N.P.
p. Gr. (Le Chat.) 2.59
and Equiv.
lass. M-145
rganic %
t. Moist. %
s Angeles Abrasion T-96
Grading % Wear
egon Degradation
P20 %, Ht. in.

Expansion Pressure and "R" Value T-190

Moisture %	22.4	20.1	18.8	17.7
Exudation Press. psi	12	119	233	533
Expansion Pres. CT in	0.0	0.0	3.0	6.5
Displacement	5.2	5.0	4.3	2.7
Compaction, psi	10	62	86	110
"R" Value	39	64	71	77
Density pcf	97.5	98.0	101.4	106.0
Water loss ml.	0	0	0	0
Comp. water loss at blows	75	50	25	-

Mech. Anal. T-88

Sieve Size	% Passing
4	
3	
2	
1½	
1	
¾	
½	
⅜	
¼	
4	
10	
40	
60	
200	

Moist.-Density Relations
T-99 ☐ T-180 ☐ Harvard ☐

Dry Density pcf	% Moisture
103.4	14.2
105.8	16.7
105.4	18.2
102.4	20.5

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
2 ☐ Files
x Eshelman
x Gregg

Remarks NOTE: 5% hydrated lime was used in performing tests and is equivalent to 3.8% quicklime. Material used for lime treated tests was originally used in the untreated T-99 and T-190 tests.

"R" - Value @ 21.8% Moist at Compaction
(95% of 105.8 pcf - [illegible]) - 48
"R" - Value @ 18.8% Moisture Compaction
(300 psi Exudation) - 72

Engineer of Materials

SP*69956-734

Page 3 of 3

OREGON STATE HIGHWAY DIVIS
Materials Section

Laboratory Report

Project Bancroft St.-Sellwood Br.
Highway Oswego
Contractor
Submitted by C. J. Eshelman
Contract No

Laboratory No. № 3037
Prefix No. 26-1913-910
County Multnomah
F. A. Project No.
Date Reported 4-26-79
Laboratory Charges

1 Sack

REPORT ON SAMPLE OF Soil As Received

Source of material Inchge. Ramp, Sta. 92+10, Cent. Ln.
Sampled or inspected at Depth: 6"-16"
To be used Subgrade
Sampled or inspected by R. Jennison 3-29-79

Data No. 48975
Date received 3-29-79
Quantity represented

TEST RESULTS

L CONSTANTS
T-89
T-90
Gr. (Le Chat.)
d Equiv.
M-145
anic %
Moist 24.3 %
Angeles Abrasion T-96
Grading % Wear
gon Degradation
P20 %, Ht. in

Expansion Pressure and "R" Value T-190

Moisture %	24.3			
Exudation Press. psi	64			
Expansion Pres. CT in	0.0			
Displacement	3.6			
Compaction, psi	10			
"R" Value	4			
Density pcf	97.9			
Water loss ml.	0			
Comp. water loss at blows	–			

Mech. Anal. T-88

Sieve Size	% Passing
4	
3	
2	
1½	
1	
¾	
½	
⅜	
¼	
4	
10	
40	
60	
200	

Moist.-Density Relations
T-99 ☐ T-180 ☐ Harvard ☐
Dry Density pcf % Moisture

HYDROMETER ANALYSIS:	Passing No 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to .02 mm.	%	%
Silt, 0.02 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%

Material as represented by these samples (does) (does not) comply with specifications.

TEST REPORT DISTRIBUTIONS:
☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
2 ☐ Files
x Eshelman
x Gregg

Remarks

John C. Jenkins
Engineer of Materials

SP*66156-734

Summary of A.C. core depths
Macadam Avenue

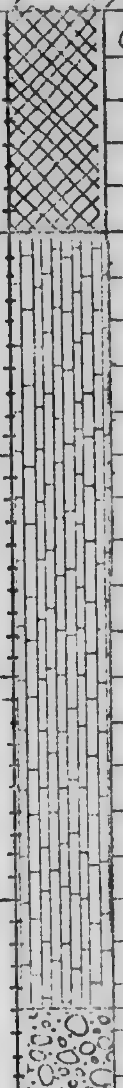
Approx location	N.B.	S.B.
150' S. of Miles St.		7.5"
150' N. of Miles St.	1.9	
100' N. of Texas		2.9"
100' S. of Idaho		3.5"
100' N. of Idaho	3.5"	
100' S. of Iowa		4.0"
200' N. of Iowa	3.8"	
50' N. of Sweeny*	3.0", 6"PCC	
100' N. of Boundary*		4.7"
200' N. of Richardson Ct.	3.8"	
50' S. of Semour Ct.		3.9"
100' N. of Hamilton Ct.	12"+	
	(In newly widened section)	

*Cores taken 1'-2' from face of curb, rest taken in center of outside travel lane. Average width of PCC is 40'

OREGON STATE HIGHWAY DIVISION
OILS AND GEOLOGY EXPLORA ON LOG

Project Bancroft st. — Sellwood Bridge Hole No. C-1
Highway Oswego Hwy (Macadam Ave) County Multnomah Bridge No.
Location "BL" 570+60 6' Left Prefix 26-1913-910
Ground Elevation Angle Vertical Equipment Used A-C core rig
Engineer Cameron Purpose of Work Base design
Started 4-4-79 Completed 4-4-79 Drillers Leiss
Drive Sampler O.D. I.D. Hammer Weight Fall
Other Testing Equipment: Type Size

ELEVATION	HARDNESS OR STRENGTH VALUES, VANE SHEAR, TORVANE, TRIAXIAL, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	feet / BLOWS	SAMPLED FT. / RECOVERY FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	~~METERS~~ DEPTH ~~FEET~~ Inches	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
													0		0- 2" AC
													2		2"- 8.5" PCC
													4		
													6		
													8		8.5"— Base rock
													10		



"M"—Oregon Miniature Pile Tests—No. 0
"N"—Standard Split-Barrel Sampler Tests—No. 0
"U"—Undisturbed Samples—No. 0
"C"—Core Sample 1

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Date 4-25-79

Form E-66 (5-71)

Sheet 1 of 1

OREGON STATE HIGHWAY DIVISION
SOILS AND GEOLOGY EXPLORATION LOG

Project Bancroft St — Sellwood Bridge Hole No. HA-1
Highway Macadam Ave. (ego Hw County Multnomah Bridge No.
Location "Eb2" 2172 4 ft Right Prefix 26-1913-910
Ground Elevation Angle Vertical Equipment Used Hand auger - probe
Engineer Limbocker Purpose of Work Base design
Started 2-22-79 Completed 2-22-79 Drillers Jennison, Whitehead
Drive Sampler O.D. I.D. Hammer Weight 20 lbs Fall 18"
Other Testing Equipment: Type Size

ELEVATION	HARDNESS OR STRENGTH VALUES. VANE SHEAR, TORVANE, TRIAXIAL, ETC.	WEATHERING	JOINTING OR PARTICLE SIZE	% NAT. MOISTURE, LIQUID LIMIT, P.I.	COLOR	TEXTURE	SAMPLING METHOD, SIZE	BLOWS / Foot	SAMPLED FT. / RECOVERY FT.	% RECOVERY	CASING SIZE AND DEPTH	WATER LEVEL	DEPTH FEET	GRAPHIC LOG	REMARKS Additional Physical Details: Water return, consistency, dilatancy, weakness, toughness, odor, organic content, plasticity, firmness, dry strength, etc.
					Brown	Coarse		25 / 1					0–1		0-1.5 GRAVEL FILL (0-2")
								17 / 1					1–2		1.5-6 SAND (very clean)
					Gray	Fine		6 / 1					2–3		
								1 / 1					3–4		
								1 / 1					4–5		
								1 / 1					5–6		Bottom of Hole (dry)

"M"—Oregon Miniature Pile Tests—No. 0
"N"—Standard Split-Barrel Sampler Tests—No. 0
"U"—Undisturbed Samples—No. 0
"C"—Core Sample

Soils classification is based on the field procedure in the Unified Soils Classification System, Unless otherwise noted.

Ron Jennison Date 2-23-79

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: W. J. Hart ATTN: R. W. Ellison
Bridge Engineer

DATE: March 1, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Bancroft Street-Sellwood Bridge
Oswego Highway (Macadam Avenue) # 3
Proposed Illumination

As requested by R. W. Ellison, the above named project was reviewed for illumination.

The existing illumination is 400 watt mercury vapor luminaires on power poles with overhead wiring. The Federal-aid Project Request indicates proposed illumination to be 250 watt sodium vapor with cut-off luminaries and underground wiring.

An agreement has been executed between the State and City of Portland which provides that the State shall prepare all plans and Specifications and prepare the project for contract bids.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

VLT:cs

cc: H. S. Coulter
E. S. Hunter
J. H. Versteeg

STATE HWY ENG
MAR [illegible] '79
REFER TO
FOR
Info | Inve | R.D. | D.K. | Sign | Act | File

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE 11-30-78	BILLING REQ. NO. CC 1930	YOUR ORDER NO.	CREDIT DISTRIBUTION 26-1913-295

BILL TO: Code:

City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204
Attn: John Lang, Hwy. Coordinator

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the P.E. on the Bancroft St.-Sellwood Br. Section of Macadam Ave. FAU 9565. Agreement No. 6735 AD 487			

Advance Deposit Amount	$ 41,125.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 41,125.00
Transfer to Highway Fund	$ 30,125.00
Refund Due	$
Partial or final request for billing	Partial
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by: Fred Hildebrandt
Fred Hildebrandt

Approved: Harold Wimer

SP*35736-734

Mult. Co.

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Metro
DEPT.

238-8226
TELEPHONE

TO: R.N. Bothman
Administrator

DATE: November 13, 1978

FROM: Don Adams
Project Development Manager

SUBJECT: Sellwood Bridge Project

2 Versteeg ✓
Anderson
3 Christensen DOL
1 Olson
Sullivan
Terpin
Tr[illegible]
Wakerlig

RECEIVED
JUN 0 1 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring ___/___/___
Action

The Sellwood Bridge Project proposes the design attached. This design requires a signal installation at the south-end of the work at the point of access to the cemetery shown on the west side of the highway. At that point south-bound traffic merges from two lanes to one lane, travels in one lane for about 850 feet then picks up a second lane in the four lane section south of the Sellwood Bridge.

The question has been whether or not to force a widening of Macadam Avenue based on the need created by the reconstruction of the west-end of Sellwood Bridge.

Frankly, I'm having a struggle justifying such work. The work will cost $150,000 and would provide for a continuous-flow south-bound right-hand lane (on 2 of the 3 signal phases) at the signalized intersection. It does not eliminate the need for the signal. The signal installation itself is required for access to the cemetery but primarily for the crossing movement of the south-bound traffic from the Sellwood Bridge headed south on Macadam Avenue. In other words, we're buying a part-time through lane at the signal for $150,000, and not improving the service all that much. Without the through lane the signal will operate in the peak periods at level of service A to B. With that kind of level of service and with signals at Virginia to the north and at the various crossings to the south, it does not seem logical to assume that a signal operating at the level of service A to B would be unacceptable to the public or to the Department of Transportation.

I agree with the concept of widening Macadam Avenue, but I don't believe we have an adequate case, represented by the Sellwood bridge improvement, to force the issue with any chance of success. We could advance the proposal, (the county does not support the proposal), but without a better position from which to deal I'm reluctant to pursue it further. Money is short and if we develop the $150,000 of additional work 100% state match would be required.

I believe the proposal of Multnomah County incorporating a signal at the new intersection will work at an adequate level of service and will not require the additional free-flowing through lane to function.

REFERRED TO
Return
BY FINAL DESIGN

To Bothman
Adams
11-16-78

cc Mr. Elam
Klotz
Pribek 11-16-78

TECHNICAL
SERVICES UNIT
NOV 15 1978

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

DATE: August 14, 1978

TO: M.J. KLOTZ
Metro Technical Services Engineer

Tom Schwab

FROM: THOMAS H. SCHWAB
Transportation Analysis Engineer

SUBJECT: Proposed Reconstruction
West End of Sellwood Bridge (Macadam Ave.)
Multnomah County

We have completed our analysis on the design for the west end of the Sellwood Bridge as proposed by Multnomah County. Our analysis was primarily at the south end of the connection to the bridge. Existing traffic volumes for the PM peak period in the southbound direction show over 650 vehicles per hour (vph) from north to south, and over 250 vph from east to south. At the present time, the 250 vph and 650 vph merge just south of the west terminal of the structure. A distance of approximately 300 feet is provided for this merge to take place.

The proposed design calls for the merge to take place further south where the new loop ramp from the bridge would connect. The merge length provided by this design is 180 feet. Since some of the vehicles entering the traffic stream will be accelerating from a stopped position, a distance of 200 feet is required for those vehicles to reach a speed of 23 MPH under normal acceleration. A minimum length for this weave and merge to take place is 300 feet.

If 300 feet cannot be obtained, merging vehicles will result in slowing the southbound traffic to speeds near 20 MPH. Speeds will continue to decrease as the traffic volumes increase. Also, the potential for increased accidents will result from the increased congestion.

The single lane southbound extends for a distance of 850 feet. It is recommended that if the west end of the Sellwood Bridge is reconstructed as proposed, necessary steps should be taken to remove the single lane bottleneck in this area. An additional 4 to 6 feet would provide adequate width to provide the required four lane section. A concrete retaining wall on the west side of the road would lessen the right-of-way required for this improvement.

If you need additional information, do not hesitate to call.

js

cc: Chuck Pietrok

[illegible]

OREGON STATE HIGHWAY DIVISION

TO: JERRY WIME

SUBJECT: 78-63
MACADAM AVE AGREEMENT

FROM: JON ROSE

DATE: 10/26/78

Here are the four copies of the Macadam Ave (Bancroft - Selwood Bridge) project with the paragraph revised by the city initialed by John Lang. The revision has been reviewed by Metro and approved reluctantly.

The report identified as "Exhibit B" is attached and an additional 16 copies are included for final distribution.

If this is OK, please forward for final action.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

CC:
(SIGNATURE)
(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

3

STATE OF OREGON **INTEROFFICE MEMO**

TECHNICAL SERVICES (DEPT.) 238-8231 (TELEPHONE)

TO: J.H. VERSTEEG Head,
Engineering Section

DATE: October 23, 1978

FROM: K.D. LIMBOCKER
Metro Location-Design Engineer

SUBJECT: S.W. Bancroft St. - Sellwood Bridge Section
Oswego Highway (Macadam Avenue)
City of Portland
Multnomah County
Prefix 26-1913

Attention: Clarence Gregg
Surfacing Design Engineer

A base design for the subject section is requested.

It has not be determined at this time whether any or all of the existing surfacing will be utilized. A design for both overlay and new construction should be included.

Construction will utilize the entire existing 80 feet of right-of-way, some areas with left turn lanes and some planted medians.

A previous base design for prefix 26-1486 for the Lowell St. - Portland Urban Limits section was issued 10-24-61.

js

REFERRED TO
Beard Stoudenmeyer
Cole ✓ Sample
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg ✓
Christensen
George
Olson
Turpin
Sullivan
Scott
Anderson

RECEIVED
OCT 24 1978
ENGINEERING SECTION

Trout
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Action

91×3

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE VOUCHER NO.
VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED		FHWA VOUCHER NO.
APPROPRIATION		FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon		PAID BY *(For use of Paying Office)*
ADDRESS Capitol Building Salem, Oregon 97310		

STATE Oregon		VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 9-28-76	☐ OTHER PROGRESS	FEDERAL AID PROJECT NO. M-9565(1)
	TO 9-27-78	☒ FINAL VOUCHER (*)	

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$17,280.53	$17,110.35	85.8%	$14,680.66	$14,680.66	$ 0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED FOR PAYMENT	
BY	DATE	BY	DATE 2/20/80	BY	DATE V.E. Skoog Controller

REMARKS Oregon

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. Macadam Ave. Corridor Study Oswego Highway in Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 2,717.73	
	City of Portland	All Required			14,327.42	
	Total Participating Costs				$17,045.15	
	Misc. Project Cost					
	Audit Expense				65.20	
	Total Participating Cost				$17,110.35	
	Nonparticipating Cost					
	State P.E.				$ 170.18	
	Total Nonparticipating Cost				$ 170.18	
	TOTAL COST				$17,280.53	
	Prepared based on participating costs shown on Federal Billing as of 2/28/80.					
	AMOUNT CARRIED FORWARD					

mig
9153

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -9565(6)
STATE PROJECT NO. See below
COUNTY NAME Multnomah
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM
ITEM NO. 80368

TO:

Mr. F. B. Klaboe
Asst Director for Operations
State of Oregon DOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER STATE ROUTE NUMBER
	9-22-78	FAU 9565 Primary 3

GENERAL LOCATION:

BANCROFT ST. - SELLWOOD BRIDGE (PORTLAND) SECTION

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including Railroad and Utility preparatory work; TEC NTE $294,000; FF $252,160
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-9-78 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-22-78	D K Hoss	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT , HWY DIV

PROJECT TITLE: Bancraft St & Sellwood Bridge

DATE: August 28, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc:
- G. L. Green
- H. S. Coulter
- F. E. Terpin
- J. B. Boyd
- J. H. Versteeg
- W. J. Hart
- Region 1 Engineer
- Metro Engineer
- District 2 Engineer
- Aeronautics Dvn.
- B. L. Gifford
- Gary Potter

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
SEP [illegible] '78
BEN GIFFORD
REFER TO
FOR
Info | Invest

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7607 2 950 Due Date: AUG 25 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
JUL 28 1978
DIVISION OF STATE LANDS

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- ( ) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7807 2 920 Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects.
- ( ) We are interested but require more information to evaluate the proposal.
- (X) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Environmental Section should coordinate the protection of cultural resources with this office.

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310 8490 By David E Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-[illegible]32

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
JUL 28 1978

PNRS STATE REVIEW

Project #: 7807 2 950 Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects.
- ☐ We are interested but require more information to evaluate the proposal.
- ☒ Please coordinate the implementation of the proposal with us.
- ☒ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

This project will require an Indirect Source Construction Permit

Agency DEQ By Howard W. Harris

Department of Environmental Quality
Noise Control Section's Comments on the
Macadam Avenue Improvement Project (7807-2-950)

Unfortunately, we could not fully assess the noise impacts for this project from the information available in the A-95 review. However, existing noise levels along Macadam Avenue are probably very high. If not designed carefully, this project will increase existing noise levels.

With respect to the noise impacts, we do not agree that this project is a "non-major action." This project should receive more planning effort than is normally allocated for a non-major project. An extensive noise study should be performed and considerable effort should be expended in the proper acoustical design of this project to minimize the noise impacts.

Norman L. Jette:dro
8/21/78

August 21, 1978

City of Portland
400 S.W. 6th Avenue
Portland, OR 97204

ATTN: John Lang
       Highway Coordinator

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Bancroft Street-Sellwood Bridge Section of Macadam Avenue, Interstate Transfer project.

Financial sharing of the preliminary engineering is:

Total P.E.	$289,000.00	($294,000 less $5,000 City P.E.)
Federal Funds	247,875.00	
Balance	$ 41,125.00	
Local Share:		
Advance Deposit:	$ 41,125.00	

Please make your check in the amount of $41,125.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

for G. W. Wimer
Local Government Manager

GEZ:lml

bc w/AD #487: Vern Skoog - Please teturn completed AD #487
               when check is received.
               Region 1 Federal Aid Engineer

STATE OF OREGON 1859
ROBERT W. STRAUB
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 9, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 80368
Project No. IX-9565 (6)
Bancroft St.-Sellwood Br. (Portland) Section
Multnomah County

Attached is support data consisting of PR-1 forms and project maps for the subject project.

We request the following:

1) Financing for the subject project utilizing Interstate Substitution General Fund. Approval of this request will involve an estimated total cost of $294,000 and obligation of $252,160 in Federal funds.

2) Authorization to proceed with all phases of preliminary engineering including utility and railroad preparatory work in accordance with the Oregon Action Plan and Federal Regulations.

These requests are based on Governor Straub's letter dated July 18, 1978 to Mr. G. L. Green, Division Administrator.

A copy of the State Clearinghouse A-95 review letter of approval for the project will be forwarded under separate action.

JLG:pf
Attachments

cc: R. N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
Gary Zehner w/att

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	
DATE SUBMITTED TO W. O.	8-9-78	

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
		SR 43, Sellwood Br., N 1.92 mi (Portland)		24,000	27,700	98	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
	Preliminary Engineering								IX-	9565

CARD 4				
CLASS OF FEDERAL FUNDS	Interstate Substitutions General Funded	COUNTY NAME	Multnomah	
NAME OF URBAN AREA 17-31	Portland	ROUTE NO. M	FEDERAL-AID 9565 * (32)	STATE 3 (36) (37) U.S -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUND
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE TOPICS		85.77%	1.92	294,000	252,160	- - -	41,840
5					ROW							
5					CONST (CODE)		"Bancroft St-Sellwood Br. (Portland) Sec."					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS					
		JLG		1.92	294,000	252,160	- - -	41,840
1	14	PROGRAM APPROVAL DATES	3-8-78		(16) (23)	(24) (33)	REMARKS	

* Old FAP 3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

8-9-78

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
43, Sellwood Br., N 1.92 mi (Portland) 65		24,000	27,700 (66) (70)	98 (71) (72)	10	Oregon	41 (2) (3)	823 (4) (9)	80368 (14) (18)

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Engineering 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 IX- 23	7 9565	(6) 13	(24) (26)	27

Interstate Substitutions General Funded

Portland

COUNTY NAME			CODE	PROGRAM STAGE
Multnomah			051 (14) (16)	☐ 1 OR ☐ 2
ROUTE NO. M	FEDERAL-AID 9565 * (32)	STATE 3 (36)	U.S. (37) - - - (41)	

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
E CS		85.77%	1.92	294,000	252,160	- - -	41,840	Util & RR prep. work
OW								
ONST ODE)		"Bancroft St-Sellwood Br. (Portland) Sec."						Row - 80' min; Access Control-partial; Parking Restrictions-complete
JLG		PROJECT TOTALS	1.92	294,000 (16) (23)	252,160 (24) (33)	- - -	41,840	

OVAL DATES

3-8-78

REMARKS

* Old FAP 3

OVER

USCOMM DUSCOMM-DC 48905-P61

BANCROFT ST.-SELLWOOD BR. (PORTLAND) SECTION
PROJECT NO. IX-9565 (6)

Existing Facility:

Basic 40-foot curbed bituminous surfaced section accommodating 4 traffic lanes with walk on West side. (30 foot reservation on East side for a railroad spur).

Adjacent Sections:

4 traffic lanes with median or left-turn lane.

Project Data:

Work under this project consists of preliminary engineering all phases including utility and railroad preparatory work for future construction of a 60-foot curbed section providing 4 traffic lanes with a left turn median, traffic signals, sidewalk/bikeway provided where required and removal of railroad spur.

System Action, Airports, Water Development, Historical and Recreational Areas:

None involved.

Railroad:

Affected is a spur line of the SPT Co.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on July 5, 1978.

FHPM 4-1-4 Requirements:

a) State Clearinghouse --- A-95 review approval dated ____________________.

b) District 2 Clearinghouse --- A-95 review satisfied through inclusion of project in CRAG FY'78 TIP.

FHPM 7-7-5 Requi

Public Hearings
Location/Design

Note:

1) This proj
2) Included

FHPM 7-7-5 Requirements:

Public Hearings --- None required under Oregon Action Plan.
Location/Design --- Not a factor in the development of this project.

Note:

1) This project is in Congressional District No. 1.
2) Included in CRAG FY'78 TIP/AE as # 237.

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, 1978.

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fied through

ROBERT W STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 23, 1978

RECEIVED
STATE HWY ENGR
JUL 25 '78
REFER TO
FOR
Info Act File

TO Executive Department
Federal Aid Coordination Unit

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Bancroft S.-Sellwood Bridge
Highway: Oswego Highway, FAU 9565, Macadam Ave.
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 23, 1978.

BLG: lml

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart
Region M-1
District 2
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM
NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway			
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310		
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563	
01	12] PROJECT TITLE [71 Bancroft St.-Sellwood Bridge				
11	12] PROJECT LOCATION—CITY Oswego Highway, FAU 9565 Macadam Avenue	PROJECT LOCATION—COUNTY Multnomah	PROJECT LOCATION SEC: T: R:		

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This project is to improve the safety and operational characteristics of [71

07 12] Macadam Avenue to better serve its designated function as a major city traffic [71

08 12] street. (see attachment) [71

09 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	2,414,000	----	----	393,000	-----	2,807,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☐ 29 No ☒ 30 Date: Transportation Improvement Program

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 August 43] DAY [44 23 45] YEAR [46 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: July 23, 1978

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-major environmental impact under Oregon's Action Plan.

M-9565(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 27, 1978

Section Bancroft St. to Sellwood Bridge

Unit (if appl) N.A.

County Multnomah

City Portland

Highway Oswego (Macadam Avenue)

State Hwy. No. OR-43

Termini: M.P.(if appl) N.A.

Length 1.93 miles

Region 1

Construction Estimate $2,807,000
Program Amount

B. Purpose of Project: The purpose is to improve the safety and operational characteristics of Macadam Avenue so as to better serve its designated function as a "Major City Traffic Street" and to beautify the street in accordance with its designation as a "Boulevard". It is also the intention of this project to provide improvements for local transit service on Macadam Avenue and to preserve the opportunities for the future implementation of regional light rail transit service within the larger Macadam Corridor. Furthermore, it is the purpose of this project to provide pedestrian and bicycle access to and along the Willamette River as it is consistent with the Willamette Greenway Plan.

C. Origin & History of Project: See Page 1a.

D. General Description of Project: See Page 1a.

Alignment: New At Taylors Ferry Road Existing Remainder of Project Combined ____

Typical Section: Existing: No. Lanes 4; Med. No; Shldrs. No; Parking No

Proposed: No. Lanes 4; Med. 10'; Shldrs. No; Parking No

Traffic: Existing Facility: Existing ADT 24,000; Projected ADT 27,700; Yr. 1990

Existing Level of Service D-E

Proposed Facility: Projected ADT 27,700; Yr. 1990

Projected Level of Service D

ORIGIN & HISTORY OF PROJECT:

On September 27, 1964, the Oregon State Highway Division held a hearing on a proposal to reconstruct Macadam Avenue as a four lane road with a 4' divider. The intersection with Taylors Ferry Road was stressed as a trouble spot which should be redesigned.

In 1965, the OSHD began acquisition and clearance of land in this area and undertood the preliminary design of a grade-separated interchange. However, because of a lack of funds, no construction was undertaken.

In September of 1973, Portland Mayor Neil Goldschmidt appointed a Macadam Corridor Task Force on Transportation to evaluate the transportation needs and related problems along Macadam Avenue, and to make specific recommendations that could be used by the various agencies which would be making decisions about activity and development in the Corridor. At that time, the Corridor was defined as extending north from the Sellwood Bridge to the Ross Island Bridge.

General Description of the Macadam Avenue Improvement Project:

For the most part, the right-of-way for Macadam Avenue is currently 80' wide. It is developed with four 10-foot travel lanes, a sidewalk and parking strip on the west side, and a 30-foot reservation for a rail spur on the east. The rail spur is unused except for a single customer who received five car loads of freight last year, and the track has largely been removed. The right-of-way upon which the railroad spur is located is being used by some of the businesses on the east side as parking and loading space.

The project will provide four 12-foot travel lanes, sidewalks, a planted median, and planted parking strips within the existing right-of-way of Macadam Avenue south of Boundary Street. Left turn lanes will be provided at approximately every other cross street. Signals and left turn lanes will be provided at Taylors Ferry Road, Nevada, Nebraska, Pendleton, Boundary and approximately Seymour Streets. The intersection with Taylors Ferry Road will be rebuilt within the existing rights-of-way, in order to provide safer movement between the two streets and 'U' turns from south to north. Street trees will be provided and the visual impact of overhead utilities will be reduced to a minimum. At the southern end of the project, a bike and pedestrian way would be constructed along the river instead of sidewalks. Provisions will be made to preserve the Southern Pacific rail line for future use by light rail transit, if the region decides to implement that mode within the Macadam Corridor. Light rail transit will not be implemented as a part of this project.

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 1

Acres 40 sq. ft. Type of Relocation Req. None ; No. ____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Cuts and fills will be negligible. Waste disposal will be carried out in accordance with existing guidelines.

Type of Structure(s):

Possible construction of retaining walls approximately 6' 0" high at northern and southern ends of project.

Brief Description of River or Stream and Type of Involvement, if any:

Macadam Avenue parallels the Willamette River and is separated from it by 300-700 feet of residential, park and industrial property. The project will improve the river bank visually and increase access to the river front park.

Local City, County or COG priorities of project:

The Columbia Region Association of Governments has set aside $2.5 million of Section E,4 Interstate transfer funds, and the City has assured local match for the project. In 1974, the City listed Macadam as its third priority for State bond funds.

FHWA and/or OSHD approvals given, if any:

FHWA and OSHD have approved the installation of three signals within the project limits.

Location or Design Alternatives (identify and describe):

1. No build.

2. Build - as described on page 1a. Other alternatives considered but not advanced include: purchase of an additional 35 feet of right-of-way and the relocation of adjacent businesses in order to provide for an exclusive transitway, and provision of five lanes within the existing right-of-way with the use of the center lane exclusively for transit in the peak direction.

Other Descriptive Information or Comments:

Long Range Transit Objectives: Within the Johns Landing area, the project preserves the opportunity to implement Light Rail Transit within the Macadem Corridor (see page 14, attached report). Elsewhere, the project does not conflict with the possible future implementation of Light Rail Transit.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. **Natural**: The land surrounding most of the project area is mixed fill over poorly graded sand. South of Taylors Ferry Road, the westerly edge of the Macadam is basalt covered by silty loam, sandy silt and silty gravels. This latter area has a high susceptibility to erosion and is covered by a mixed coniferous and deciduous forest.

Willamette Park is a grassy area with clumps of mixed urban deciduous trees, scrub and ornamentals. The park is rated as a good to fair wild life habitat. The remaining area is - or soon will be - urbanized with street trees, shrubs and 80% to 90% of the surface area being impervious. The Johns Landing area contains one small riparian deciduous community which is rated as a good wildlife habitat.

The project area has a high water table with the easterly half being within the 100 year flood plain. The soil is rated as giving moderate amplification to earthquakes.

2. **Cultural**: The Macadam Corridor is zoned primarily M2 and M3, and has developed as an industrial area since the 1890's. The area between Bancroft Street and Taylors Ferry Road currently contains a variety of small to medium-sized light manufacturing uses, mixed with several retail outlets. The initiation of the "Johns Landing" development in 1974 displaced a number of the larger industrial users in favor of the "Water Tower" retail complex, water front condominiums and several proposed office buildings and restaurants. Additionally, land south of Johns Landing has been assembled by the City of Portland in order to expand Willamette Park which has been developed as a major, regional boat launch and river access point.

The Terwilliger neighborhood is located immediately west of the Macadam Corridor and is zoned mainly R5 and A2.5. The neighborhood is relatively stable with a 65% owner occupancy, and a recent increase in housing units. Its proximity to the river and the Macadam Avenue employment area and its well-maintained housing stock makes the area a particularly attractive location for middle income families.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

Wider travel lanes, left turn refuges, and inter-connected signals, are expected to smooth out traffic flow and increase traffic safety.

Consequences--Air Quality, Noise, Safety, etc.:

Improved air quality.
Increased safety.

3. Estimated Impact on Land Use:

Generally, the project should encourage the development of retail, office and light industrial land uses adjacent to Macadam. Specifically, Huntington Rubber Company and Rodda Paint Company have been using the rail spur area for parking and loading.

Consequences:

Construction of the project will impair both activities for both companies. Huntington Rubber will relocate as a result of this and other site constraints. Rodda Paint will improve their facility so as to provide on-site parking and loading.

4. Expected Impact on Natural Ecological Resources:

None expected.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

The project will improve access to Willamette Park and the river as well as improve the river edge. Aesthetically, it will also encourage redevelopment of Macadam Corridor land uses.

Consequences:

Increase scenic and recreational value for river and park. Increase economic viability.

6. Preliminary Identification of Areas of Critical Concern:

   1. Impact of project on parking and loading requirements for adjacent lane uses.
   2. Preservation of potential light rail corridor.

7. Potential for Controversial Issues:

   Median will restrict some left turn movements to adjacent land uses.

8. Potential for Consistency of Proposal With:

   a. Clean Air Implementation Plans
   An indirect source permit application will be prepared to demonstrate consistency with the Portland Metropolitan Area Clean Air Implementation Plan; to be prepared by OSHD. The Permit application will probably require ambient air quality monitorin which will affect project scheduling.

   b. Noise Standards

   A separate noise study report will be prepared to demonstrate consistency with noise standards; to be perfromed by State.

   c. Water Quality Standards

   Consistent

   d. Area Land Use and Transportation Plans, and Zoning

   Consistent with Arterial Streets Policy goals of Macadam Avenue Task Force, the Corbett/Terwilliger/Lair Hill Policy Plan, and the Johns Landing Master Plan.

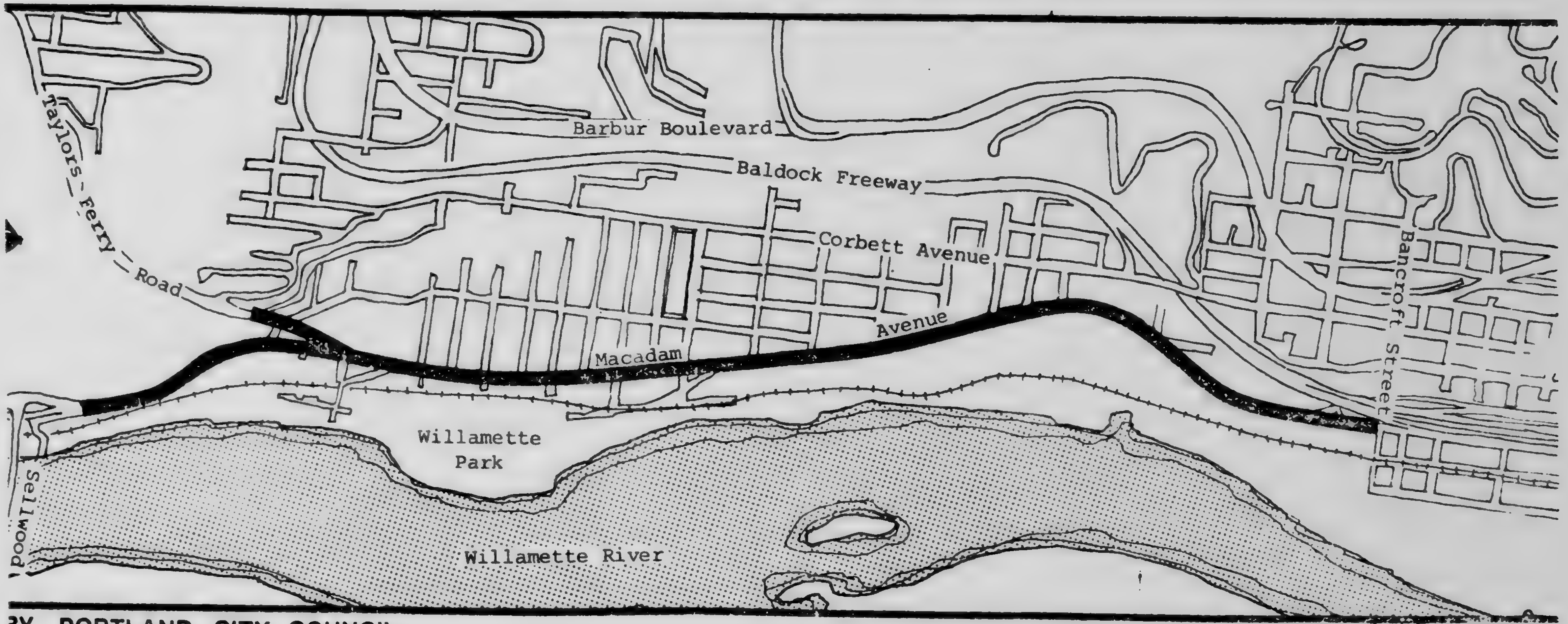
C. Recommended Type of Action and Documentation:

------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	x ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Project limited to improving traffic flow and safety and would generate no additional traffic. Work can be accomplished with only minimal added right-of-way and without significant disruption to the established community.

D. Recommended Project Category: ____ 1 ____ 2 x 3 (Non-major) ____ 4

ACADAM AVENUE
PROVEMENT PROJECT


Barbur Boulevard
Baldock Freeway
Corbett Avenue
Taylors Ferry Road
Macadam Avenue
Bancroft Street
Willamette Park
Willamette River
Sellwood

BY PORTLAND CITY COUNCIL

FEBRUARY 23

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

RECEIVED
MAY 31 1978
City of Portland
Bureau of Planning

May 30, 1978

Mr. Ernie Munch
Bureau of Planning
424 S. W. Main Street
Portland, Oregon 97204

Dear Mr. Munch:

This is to confirm our phone conversation regarding Macadam Avenue. I basically agree that Carl Buttke's August, 1976 Report on Traffic Volume Forecasts Macadam Avenue Corridor may be used as the foundation for a permit application. However, nearly two years have elapsed since that report was done and proposed land development may have a different character than presented in the original report. Therefore, before using the traffic volumes as they appear in the report, you are advised to update the land use and corresponding trip generation. As a general guide, if land use changes would cause 10 percent or more difference in the traffic volumes forecast by Carl Buttke, then the traffic volumes should be changed.

If you have any questions, please call me at 229-6086.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program
Air Quality Division

HWH/kz

RECEIVED
JUN 1 1978
BUREAU OF STREET AND
STRUCTURAL ENGINEERING

July 6, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Interstate Transfer Project Requests

On the Consent Calendar for the July 18 meeting will be five requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Feeeway and one request for approval of a project using Interstate Transfer funds withdrawn from the I-305 Freeway.

Portland is requesting a $2,807,000 project to widen and improve a 1.92 mile segment of Macadam Avenue between Bancroft Street and the Sellwood Bridge.

Four requests were received from Multnomah County. (1) An $890,000 project to provide a four-lane section with parking and sidewalks on a 0.85 mile segment of S.E. 182nd Avenue, (2) a $45,000 project to signalize the intersection of 223rd Avenue and Halsey Street, (3) a $1,400,000 project to realign and widen 1.62 miles of Cherry Park Road, and (4) a $2,282,000 project to provide a variable two-four lane section on 223rd Avenue and Towle Road, and replace the existing bridge over Johnson Creek, have been requested.

Salem is requesting a $4,670,000 project to provide a third lane on the Marion Street bridge and construct ramps to connect the Marion and Center Street bridges to Front Street.

Interstate Transfer funds for these projects are estimated at $10,400,620, with Local Government providing all of the required $1,693,380 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

GEZ:lml
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
D. N. Harwell
George Bell

CITY OF PORTLAND
Proposed Interstate Transfer Project

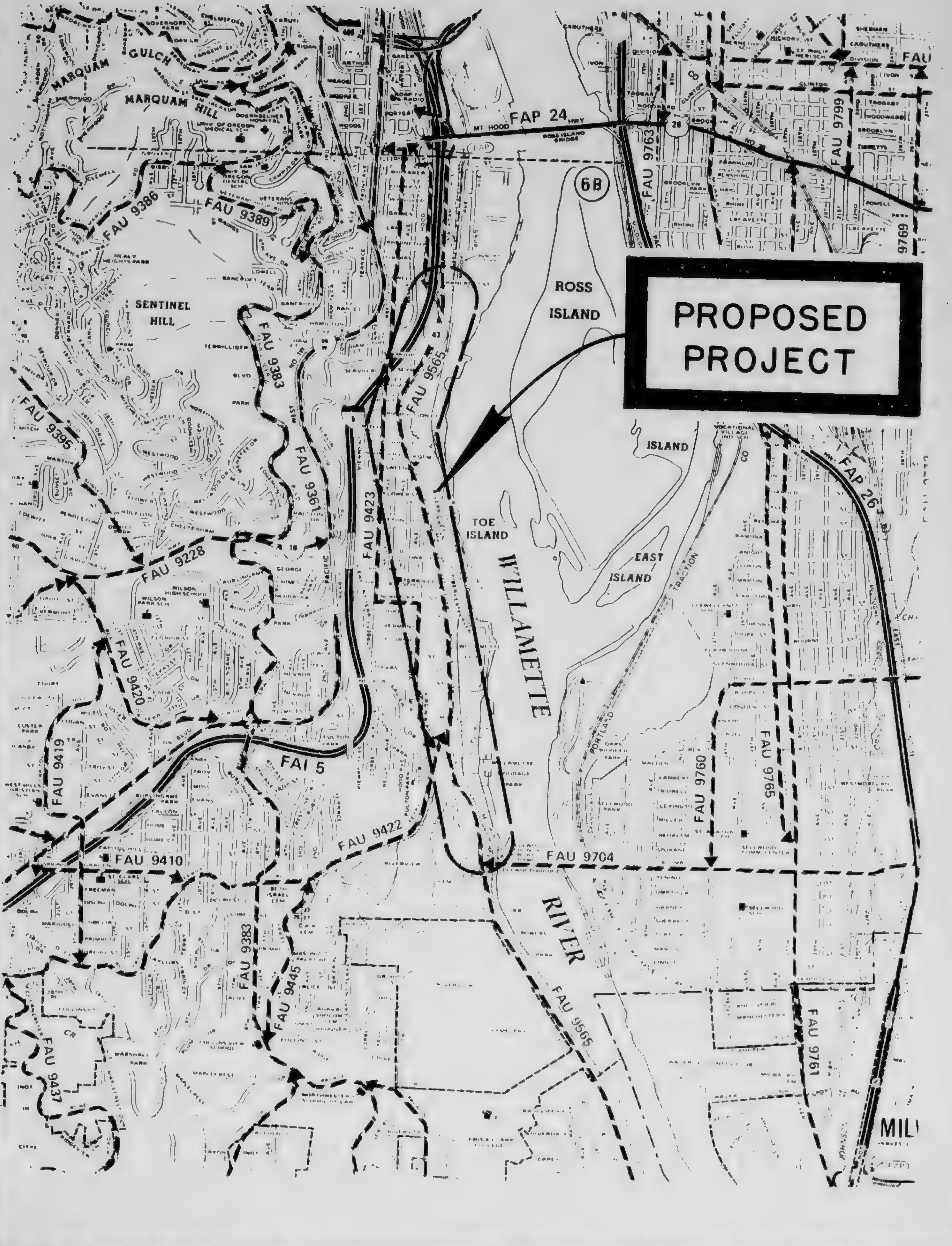
Bancroft Street-Sellwood Bridge Section
Macadam Avenue, FAU 9565
Grade, Pave, Structures, Signals, Landscaping,
Signing and Striping
1.92 miles
$2,807,000

This project consists of widening and improving Macadam Avenue to provide a four-lane facility with a left-turn median. Traffic signals will be provided at Taylors Ferry Road, Nevada Street and Seymour Street. Sidewalks will be constructed throughout the project, except at the southerly end where a bicycle/pedestrian way will be constructed along the river. Planted parking strips and street trees will be provided.

Right-of-way will be acquired as a participating cost of the project.

State will perform preliminary and construction engineering.

78-e
7/5/78


PROPOSED PROJECT
MARQUAM GULCH
MARQUAM HILL
UNIV OF OREGON MEDICAL SCH
FAP 24
MT HOOD HWY
ROSS ISLAND BRIDGE
6B
26
FAU 9763
FAU 9799
FAU 9769
FAU 9386
FAU 9389
HEALY HEIGHTS PARK
SENTINEL HILL
ROSS ISLAND
FAU 9383
FAU 9565
FAU 9395
FAU 9361
FAU 9423
ISLAND
FAP 26
TOE ISLAND
WILLAMETTE
EAST ISLAND
TRACTION
FAU 9228
WILSON HIGH SCHOOL
FAU 9420
FAU 9419
FAI 5
FAU 9760
FAU 9765
FAU 9422
FAU 9410
FAU 9704
RIVER
FAU 9383
FAU 9445
FAU 9565
FAU 9761
FAU 9437
FAU
MIL

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-63

AUTHORITY FOR SURVEY

Section Bancroft Street - Sellwood Bridge
Highway Oswego (Macadam Avenue)
County Multnomah

Date June, 1978
Authorization No. 1
Survey Prefix .... (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is S.W. Bancroft Street. The southerly terminus is the Sellwood Bridge. The overlength of the project 1.92 miles. The routing is that of the existing Macadam Avenue except in the vicinity of Taylors Ferry Road.

Proposed:

A 4-lane facility of the "boulevard" type with a 10-foot center median or left-turn lane. Signalization to be provided at 5 major intersections. Additional features will include sidewalks, planted median and a planted parking strip. Reserve easterly 30 feet of right-of-way for future light rail.

Purpose of survey:

To perform field survey, prepare plans, specifications and estimates.

Funding: E(4) $2,807,000
FAU 443,000

		Estimate of Cost
Field Survey	(901)	198,000
Citizen Participation	(902)	
City or County	(903)	5,000
Consultant	(904)	
Final Design	(905)	25,000
Bridge Design	(906)	3,000
Preliminary Design	(907)	
R/W Descriptions	(909)	4,000
Soils & Geology	(910)	2,000
Traffic	(911)	25,000
Landscape	(912)	5,000
Liaison R/W	(913)	
Utility	(914)	3,000
Photogrammetry	(916)	10,000
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	7,000
Environmental	(923)	2,000
Foundation Exploration	(926)	4,000
Seminars	(950)	500
Hearings	(980)	
Equal Opportunity	(985)	500
Advisory Committees	(986)	

Total estimated cost of survey $294,000
Previous authorization . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

R. T. Ewen, METRO Location Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

.... Location Engineer

Approved:

....

M-9565(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 27, 1978

Section Bancroft St. to Sellwood Bridge

Unit (if appl) N.A.

County Multnomah

City Portland

Highway Oswego (Macadam Avenue)

State Hwy. No. OR-43

Termini: M.P.(if appl) N.A.

Length 1.93 miles

Region 1

Construction Estimate $2,807,000
Program Amount

B. Purpose of Project: The purpose is to improve the safety and operational characteristics of Macadam Avenue so as to better serve its designated function as a "Major City Traffic Street" and to beautify the street in accordance with its designation as a "Boulevard". It is also the intention of this project to provide improvements for local transit service on Macadam Avenue and to preserve the opportunities for the future implementation of regional light rail transit service within the larger Macadam Corridor. Furthermore, it is the purpose of this project to provide pedestrian and bicycle access to and along the Willamette River as it is consistent with the Willamette Greenway Plan.

C. Origin & History of Project: See Page 1a.

D. General Description of Project: See Page 1a.

Alignment: New At Taylors Ferry Road Existing Remainder of Project Combined

Typical Section: Existing: No. Lanes 4 ; Med. No ; Shldrs. No ; Parking No

Proposed: No. Lanes 4 ; Med. 10' ; Shldrs. No ; Parking No

Traffic: Existing Facility: Existing ADT 24,000 ; Projected ADT 27,700 ; Yr. 1990

Existing Level of Service D-E

Proposed Facility: Projected ADT 27,700 ; Yr. 1990

Projected Level of Service D

ORIGIN & HISTORY OF PROJECT:

On September 27, 1964, the Oregon State Highway Division held a hearing on a proposal to reconstruct Macadam Avenue as a four lane road with a 4' divider. The intersection with Taylors Ferry Road was stressed as a trouble spot which should be redesigned.

In 1965, the OSHD began acquisition and clearance of land in this area and undertood the preliminary design of a grade-separated interchange. However, because of a lack of funds, no construction was undertaken.

In September of 1973, Portland Mayor Neil Goldschmidt appointed a Macadam Corridor Task Force on Transportation to evaluate the transportation needs and related problems along Macadam Avenue, and to make specific recommendations that could be used by the various agencies which would be making decisions about activity and development in the Corridor. At that time, the Corridor was defined as extending north from the Sellwood Bridge to the Ross Island Bridge.

General Description of the Macadam Avenue Improvement Project:

For the most part, the right-of-way for Macadam Avenue is currently 80' wide. It is developed with four 10-foot travel lanes, a sidewalk and parking strip on the west side, and a 30-foot reservation for a rail spur on the east. The rail spur is unused except for a single customer who received five car loads of freight last year, and the track has largely been removed. The right-of-way upon which the railroad spur is located is being used by some of the businesses on the east side as parking and loading space.

The project will provide four 12-foot travel lanes, sidewalks, a planted median, and planted parking strips within the existing right-of-way of Macadam Avenue south of Boundary Street. Left turn lanes will be provided at approximately every other cross street. Signals and left turn lanes will be provided at Taylors Ferry Road, Nevada, Nebraska, Pendleton, Boundary and approximately Seymour Streets. The intersection with Taylors Ferry Road will be rebuilt within the existing rights-of-way, in order to provide safer movement between the two streets and 'U' turns from south to north. Street trees will be provided and the visual impact of overhead utilities will be reduced to a minimum. At the southern end of the project, a bike and pedestrian way would be constructed along the river instead of sidewalks. Provisions will be made to preserve the Southern Pacific rail line for future use by light rail transit, if the region decides to implement that mode within the Macadam Corridor. Light rail transit will not be implemented as a part of this project.

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1
Yes, No

Acres 40 sq. ft. Type of Relocation Req. None ; No. ____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Cuts and fills will be negligible. Waste disposal will be carried out in accordance with existing guidelines.

Type of Structure(s):

Possible construction of retaining walls approximately 6' 0" high at northern and southern ends of project.

Brief Description of River or Stream and Type of Involvement, if any:

Macadam Avenue parallels the Willamette River and is separated from it by 300-700 feet of residential, park and industrial property. The project will improve the river bank visually and increase access to the river front park.

Local City, County or COG priorities of project:

The Columbia Region Association of Governments has set aside $2.5 million of Section E,4 Interstate transfer funds, and the City has assured local match for the project. In 1974, the City listed Macadam as its third priority for State bond funds.

FHWA and/or OSHD approvals given, if any:

FHWA and OSHD have approved the installation of three signals within the project limits.

Location or Design Alternatives (identify and describe):

1. No build.

2. Build - as described on page 1a. Other alternatives considered but not advanced include: purchase of an additional 35 feet of right-of-way and the relocation of adjacent businesses in order to provide for an exclusive transitway, and provision of five lanes within the existing right-of-way with the use of the center lane exclusively for transit in the peak direction.

Other Descriptive Information or Comments:

Long Range Transit Objectives: Within the Johns Landing area, the project preserves the opportunity to implement Light Rail Transit within the Macadem Corridor (see page 14, attached report). Elsewhere, the project does not conflict with the possible future implementation of Light Rail Transit.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. **Natural:** The land surrounding most of the project area is mixed fill over poorly graded sand. South of Taylors Ferry Road, the westerly edge of the Macadam is basalt covered by silty loam, sandy silt and silty gravels. This latter area has a high susceptibility to erosion and is covered by a mixed coniferous and deciduous forest.

   Willamette Park is a grassy area with clumps of mixed urban deciduous trees, scrub and ornamentals. The park is rated as a good to fair wild life habitat. The remaining area is - or soon will be - urbanized with street trees, shrubs and 80% to 90% of the surface area being impervious. The Johns Landing area contains one small riparian deciduous community which is rated as a good wildlife habitat.

   The project area has a high water table with the easterly half being within the 100 year flood plain. The soil is rated as giving moderate amplification to earthquakes.

2. **Cultural:** The Macadam Corridor is zoned primarily M2 and M3, and has developed as an industrial area since the 1890's. The area between Bancroft Street and Taylors Ferry Road currently contains a variety of small to medium-sized light manufacturing uses, mixed with several retail outlets. The initiation of the "Johns Landing" development in 1974 displaced a number of the larger industrial users in favor of the "Water Tower" retail complex, water front condominiums and several proposed office buildings and restaurants. Additionally, land south of Johns Landing has been assembled by the City of Portland in order to expand Willamette Park which has been developed as a major, regional boat launch and river access point.

   The Terwilliger neighborhood is located immediately west of the Macadam Corridor and is zoned mainly R5 and A2.5. The neighborhood is relatively stable with a 65% owner occupancy, and a recent increase in housing units. Its proximity to the river and the Macadam Avenue employment area and its well-maintained housing stock makes the area a particularly attractive location for middle income families.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

Wider travel lanes, left turn refuges, and inter-connected signals, are expected to smooth out traffic flow and increase traffic safety.

Consequences--Air Quality, Noise, Safety, etc.:

Improved air quality.
Increased safety.

3. Estimated Impact on Land Use:

Generally, the project should encourage the development of retail, office and light industrial land uses adjacent to Macadam. Specifically, Huntington Rubber Company and Rodda Paint Company have been using the rail spur area for parking and loading.

Consequences:

Construction of the project will impair both activities for both companies. Huntington Rubber will relocate as a result of this and other site constraints. Rodda Paint will improve their facility so as to provide on-site parking and loading.

4. Expected Impact on Natural Ecological Resources:

None expected.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

The project will improve access to Willamette Park and the river as well as improve the river edge. Aesthetically, it will also encourage redevelopment of Macadam Corridor land uses.

Consequences:

Increase scenic and recreational value for river and park. Increase economic viability.

6. Preliminary Identification of Areas of Critical Concern:

   1. Impact of project on parking and loading requirements for adjacent lane uses.
   2. Preservation of potential light rail corridor.

7. Potential for Controversial Issues:

   Median will restrict some left turn movements to adjacent land uses.

8. Potential for Consistency of Proposal With:

   a. Clean Air Implementation Plans
   An indirect source permit application will be prepared to demonstrate consistency with the Portland Metropolitan Area Clean Air Implementation Plan; to be prepared by OSHD. The Permit application will probably require ambient air quality monitori which will affect project scheduling.

   b. Noise Standards

   A separate noise study report will be prepared to demonstrate consistency with noise standards; to be perfromed by State.

   c. Water Quality Standards

   Consistent

   d. Area Land Use and Transportation Plans, and Zoning

   Consistent with Arterial Streets Policy goals of Macadam Avenue Task Force, the Corbett/Terwilliger/Lair Hill Policy Plan, and the Johns Landing Master Plan.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION----------------- ----NON-MAJOR ACTION-----

SIGNIFICANT:
____ D & FEIS
____ Section 4(f)

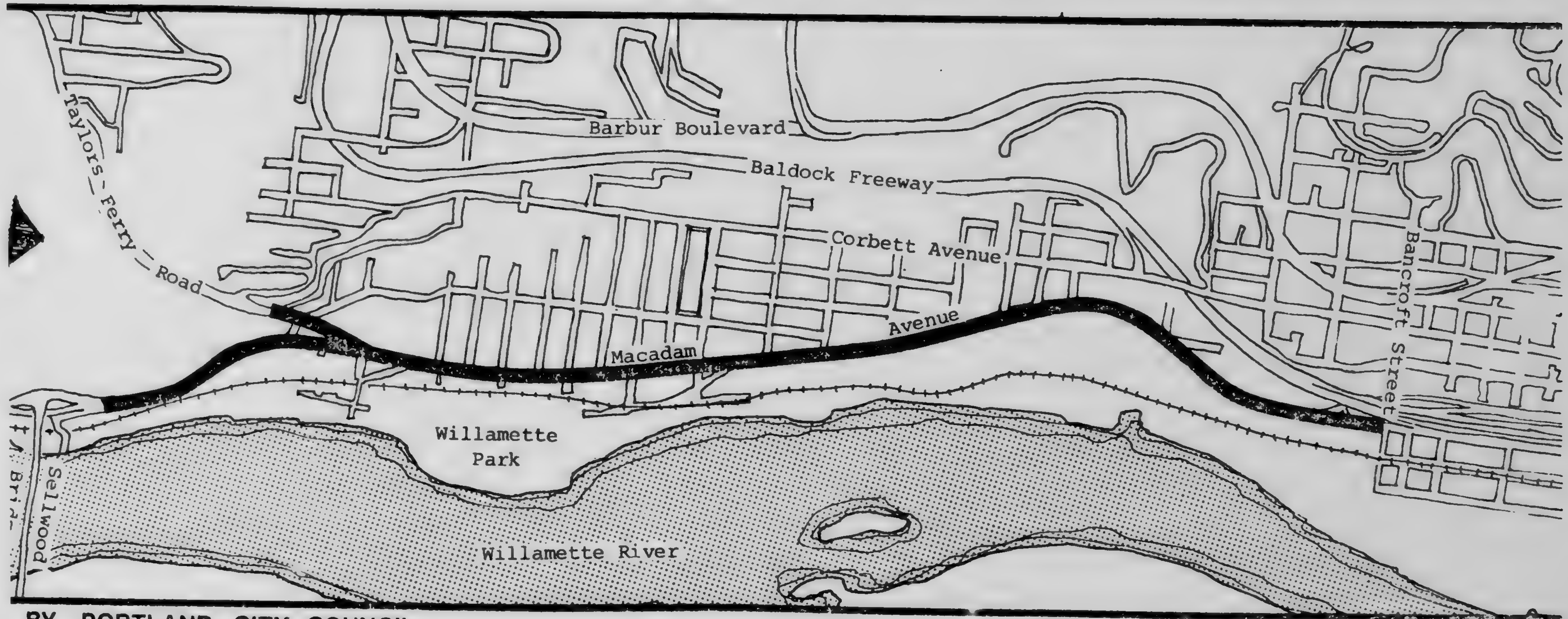
NON-SIGNIFICANT:
____ D & F Neg.Dec.
____ Section 4(f)

x ASSESSMENT ONLY
____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Project limited to improving traffic flow and safety and would generate no additional traffic. Work can be accomplished with only minimal added right-of-way and without significant disruption to the established community.

D. Recommended Project Category: ____ 1 ____ 2 x 3 (Non-major) ____ 4

ACADAM AVENUE
PROVEMENT PROJECT


Barbur Boulevard
Baldock Freeway
Corbett Avenue
Bancroft Street
Taylors Ferry Road
Macadam
Avenue
Willamette Park
Willamette River
Sellwood
Brid

BY PORTLAND CITY COUNCIL

FEBRUARY 23

ROBERT W. STRAUB
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

RECEIVED
MAY 31 1978
City of Portland
Bureau of Planning

May 30, 1978

Mr. Ernie Munch
Bureau of Planning
424 S. W. Main Street
Portland, Oregon 97204

Dear Mr. Munch:

This is to confirm our phone conversation regarding Macadam Avenue. I basically agree that Carl Buttke's August, 1976 Report on Traffic Volume Forecasts Macadam Avenue Corridor may be used as the foundation for a permit application. However, nearly two years have elapsed since that report was done and proposed land development may have a different character than presented in the original report. Therefore, before using the traffic volumes as they appear in the report, you are advised to update the land use and corresponding trip generation. As a general guide, if land use changes would cause 10 percent or more difference in the traffic volumes forecast by Carl Buttke, then the traffic volumes should be changed.

If you have any questions, please call me at 229-6086.

Sincerely,

Howard W. Harris

Howard W. Harris, Coordinator
Transportation Control Program
Air Quality Division

HWH/kz

RECEIVED
JUN 1 1978
BUREAU OF STREET AND
STRUCTURAL ENGINEERING

STATE OF OREG
DEPARTMENT OF TRANSPORTATION

INTERC CE MEMO
Metropolitan Branch

: D. H. MOEHRING, Manager
Project Management Section
Attn: G. W. Wimer

DATE: June 26, 1978

FROM: MAX J. KLOTZ
METRO Technical Services Engineer

SUBJECT: Project Request E(4) Transfer and FAU Funds
Bancroft Street - Sellwood Bridge
Oswego (Macadam Avenue) Highway
Multnomah County
Planning File No. 78-63

TO TERPIN 7-6-78
Z

Attached is a request packet containing an Authority for Survey, Project Information Sheet, Federal Aid Project Request, Environmental Assessment, and project description booklet. $2,807,000 is requested to be funded by E(4) Funds. $443,000 for signalization is requested to be funded by FAUS which is included in the Six-Year Program and also in the CRAG TIP. Please program $294,000 for preliminary engineering at this time. E(4)
MJK

MDI:ja
Attachments
cc: F. E. Terpin
Technical Services (6)

cc: BUZ SWAN
Z

O2 O1

Zehner

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section Bancroft Street - Sellwood Bridge Date June 20, 1978

Highway Macadam Avenue, City of Portland County Multnomah

Existing Facility

Access control? Yes parking restrictions? Yes
Airport within 2 miles? No name N/A
Water development in the area? No
Recreation areas Willamette Park
Historical areas Berry Gardens and Ross Island

Roadway: no. lanes 4 paved shoulders? No shoulders
pavement width 40'

Structures: MP None description

Signals: location Taylors Ferry Road, Nevada, Nebraska, Pendleton, Boundary and approximately Seymour

Descriptions of adjacent sections

North end: 4 travel lanes plus center median or left-turn lane
South end: 4 travel lanes plus center median or left-turn lane

Railroad crossings None

Name of railroad ______ no. of tracks ______
Number of trains ______ no. of hi-speed trains ______
Present protection ______
Proposed protection ______
Railroad benefits ______

STATE OF OREGON   INTEROFFICE MEMO

TO: GARY A. POTTER
Environmental Section

DATE: June 16, 1978

FROM: CRAIG MARKHAM CPM
Regional Environmentalist

SUBJECT: Project Assessment
Bancroft St.-Sellwood Bridge
Oswego Highway (Macadam Ave.)
City of Portland

The subject assessment is attached for your review and processing. This project is of a type which I would normally classify as 3-Major, but mitigating circumstances make a 3-Nonmajor seem appropriate.

The city, in cooperation with ODOT and FHWA, produced a report in February, 1978 entitled Macadam Avenue Improvement Project. This document will be forwarded with the Programming Package. It is in many ways similar in scale, scope, and public review, to a negative declaration. Supplemented with the required Noise Study Report and Indirect Source Application, there is little doubt in my mind that the project will have had adequate environmental documentation and review.

js

OREGON STATE HIGHWAY DIVISIC
PROJECT ASSESSMENT
(Or Request)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date March 20, 1978

Section Bancroft St. to Sellwood Bridge

Unit (if appl) N.A.

County Multnomah

City Portland

Highway Oswego (Macadam Avenue)

State Hwy. No. OR-43

Termini: M.P.(if appl) N.A.

Length 1.93 miles

Region 1

Construction Estimate $2,807,000
Program Amount

B. Purpose of Project: The purpose is to improve the safety and operational characteristics of Macadam Avenue so as to better serve its designated function as a "Major City Traffic Street" and to beautify the street in accordance with its designation as a "Boulevard". It is also the intention of this project to provide improvements for local transit service on Macadam Avenue and to preserve the opportunities for the future implementation of regional light rail transit service within the larger Macadam Corridor. Furthermore, it is the purpose of this project to provide pedestrian and bicycle access to and along the Willamette River as it is consistent with the Willamette Greenway Plan.

C. Origin & History of Project: See Page 1a.

D. General Description of Project: See Page 1a.

Alignment: New At Taylors Ferry Road Existing Remainder of Project Combined

Typical Section: Existing: No. Lanes 4 ; Med. No ; Shldrs. No ; Parking No

Proposed: No. Lanes 4 ; Med. 10' ; Shldrs. No ; Parking No

Traffic: Existing Facility: Existing ADT 24,000 ; Projected ADT 27,700 ; Yr. 1990

Existing Level of Service D-E

Proposed Facility: Projected ADT 27,700 ; Yr. 1990

Projected Level of Service D

ORIGIN & HISTORY OF PROJECT:

On September 27, 1964, the Oregon State Highway Division held a hearing on a proposal to reconstruct Macadam Avenue as a four lane road with a 4' divider. The intersection with Taylors Ferry Road was stressed as a trouble spot which should be redesigned.

In 1965, the OSHD began acquisition and clearance of land in this area and undertood the preliminary design of a grade-separated interchange. However, because of a lack of funds, no construction was undertaken.

In September of 1973, Portland Mayor Neil Goldschmidt appointed a Macadam Corridor Task Force on Transportation to evaluate the transportation needs and related problems along Macadam Avenue, and to make specific recommendations that could be used by the various agencies which would be making decisions about activity and development in the Corridor. At that time, the Corridor was defined as extending north from the Sellwood Bridge to the Ross Island Bridge.

General Description of the Macadam Avenue Improvement Project:

For the most part, the right-of-way for Macadam Avenue is currently 80' wide. It is developed with four 10-foot travel lanes, a sidewalk and parking strip on the west side, and a 30-foot reservation for a rail spur on the east. The rail spur is unused except for a single customer who received five car loads of freight last year, and the track has largely been removed. The right-of-way upon which the railroad spur is located is being used by some of the businesses on the east side as parking and loading space.

The project will provide four 12-foot travel lanes, sidewalks, a planted median, and planted parking strips within the existing right-of-way of Macadam Avenue south of Boundary Street. Left turn lanes will be provided at approximately every other cross street. Signals and left turn lanes will be provided at Taylors Ferry Road, Nevada, Nebraska, Pendleton, Boundary and approximately Seymour Streets. The intersection with Taylors Ferry Road will be rebuilt within the existing rights-of-way, in order to provide safer movement between the two streets and 'U' turns from south to north. Street trees will be provided and the visual impact of overhead utilities will be reduced to a minimum. At the southern end of the project, a bike and pedestrian way would be constructed along the river instead of sidewalks. Provisions will be made to preserve the Southern Pacific rail line for future use by light rail transit, if the region decides to implement that mode within the Macadam Corridor. Light rail transit will not be implemented as a part of this project.

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 1
Yes, No

Acres 40 sq.ft; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

Cuts and fills will be negligible. Waste disposal will be carried out in accordance with existing guidelines.

Type of Structure(s):

Possible construction of retaining walls approximately 6' 0" high at northern and southern ends of project.

Brief Description of River or Stream and Type of Involvement, if any:

Macadam Avenue parallels the Willamette River and is separated from it by 300-700 feet of residential, park and industrial property. The project will improve the river bank visually and increase access to the river front park.

Local City, County or COG priorities of project:

The Columbia Region Association of Governments has set aside $2.5 million of Section E,4 Interstate transfer funds, and the City has assured local match for the project. In 1974, the City listed Macadam as its third priority for State bond funds.

FHWA and/or OSHD approvals given, if any:

FHWA and OSHD have approved the installation of three signals within the project limits.

Location or Design Alternatives (identify and describe):

1. No build.
2. Purchase of an additional 35 feet of right-of-way and the relocation of adjacent businesses in order to provide for an exclusive transitway.
3. Provide five lanes within the existing right-of-way with the use of the center lane exclusively for transit in the peak direction.

Other Descriptive Information or Comments:

Long Range Transit Objectives: Within the Johns Landing area, the project preserves the opportunity to implement Light Rail Transit within the Macadam Corridor (see page 14, attached report). Elsewhere, the project does not conflict with the possible future implementation of Light Rail Transit.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. **Natural:** The land surrounding most of the project area is mixed fill over Poorly graded sand. South of Taylors Ferry Road, the westerly edge of the Macadam is basalt covered by silty loam, sandy silt and silty gravels. This latter area has a high susceptibility to erosion and is covered by a mixed coniferous and deciduous forest.

   Willamette Park is a grassy area with clumps of mixed urban deciduous trees, scrub and ornamentals. The park is rated as a good to fair wild life habitat. The remaining area is - or soon will be - urbanized with street trees, shrubs and 80% to 90% of the surface area being impervious. The Johns Landing area contains one small riparian deciduous community which is rated as a good wildlife habitat.

   The project area has a high water table with the easterly half being within the 100 year flood plain. The soil is rated as giving moderate amplification to earthquakes.

2. **Cultural:** The Macadam Corridor is zoned primarily M2 and M3, and has developed as an industrial area since the 1890's. The area between Bancroft Street and Taylors Ferry Road currently contains a variety of small to medium-sized light manufacturing uses, mixed with several retail outlets. The initiation of the "Johns Landing" development in 1974 displaced a number of the larger industrial users in favor of the "Water Tower" retail complex, water front condominiums and several proposed office buildings and restaurants. Additionally, land south of Johns Landing has been assembled by the City of Portland in order to expand Willamette Park which has been developed as a major, regional boat launch and river access point.

   The Terwilliger neighborhood is located immediately west of the Macadam Corridor and is zoned mainly R5 and A2.5. The neighborhood is relatively stable with a 65% owner occupancy, and a recent increase in housing units. Its proximity to the river and the Macadam Avenue employment area and its well-maintained housing stock makes the area a particularly attractive location for middle income families.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None

2. Estimated Impact on Traffic Patterns:

Wider travel lanes, left turn refuges, and inter-connected signals, are expected to smooth out traffic flow and increase traffic safety.

Consequences--Air Quality, Noise, Safety, etc.:

Improved air quality.
Increased safety.

3. Estimated Impact on Land Use:

Generally, the project should encourage the development of retail, office and light industrial land uses adjacent to Macadam. Specifically, Huntington Rubber Company and Rodda Paint Company have been using the rail spur area for parking and loading.

Consequences:

Construction of the project will impair both activities for both companies. Huntington Rubber will relocate as a result of this and other site constraints. Rodda Paint will improve their facility so as to provide on-site parking and loading.

4. Expected Impact on Natural Ecological Resources:

None expected.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

The project will improve access to Willamette Park and the river as well as improve the river edge. Aesthetically, it will also encourage redevelopment of Macadam Corridor land uses.

Consequences:

Increase scenic and recreational value for river and park. Increase economic viability.

6. Preliminary Identification of Areas of Critical Concern:

   1. Impact of project on parking and loading requirements for adjacent lane uses.
   2. Preservation of potential light rail crridor.

7. Potential for Controversial Issues:

   Median will restrict some left turn movements to adjacent land uses.

8. Potential for Consistency of Proposal With:

   a. Clean Air Implementation Plans

      An indirect source permit application will be prepared to demonstrate consistency with the Portland Metropolitan Area Clean Air Implementation Plan to be prepared by OSHD.

   b. Noise Standards

      A separate noise study report will be prepared to demonstrate consistency with noise standards; to be performed by State.

   c. Water Quality Standards

      Consistent

   d. Area Land Use and Transportation Plans, and Zoning

      Consistent with Arterial Streets Policy goals of Macadam Avenue Task Force, the Corbett/Terwilliger/Lair Hill Policy Plan, and the Johns Landing Master Plan.

C. Recommended Type of Action and Documentation:

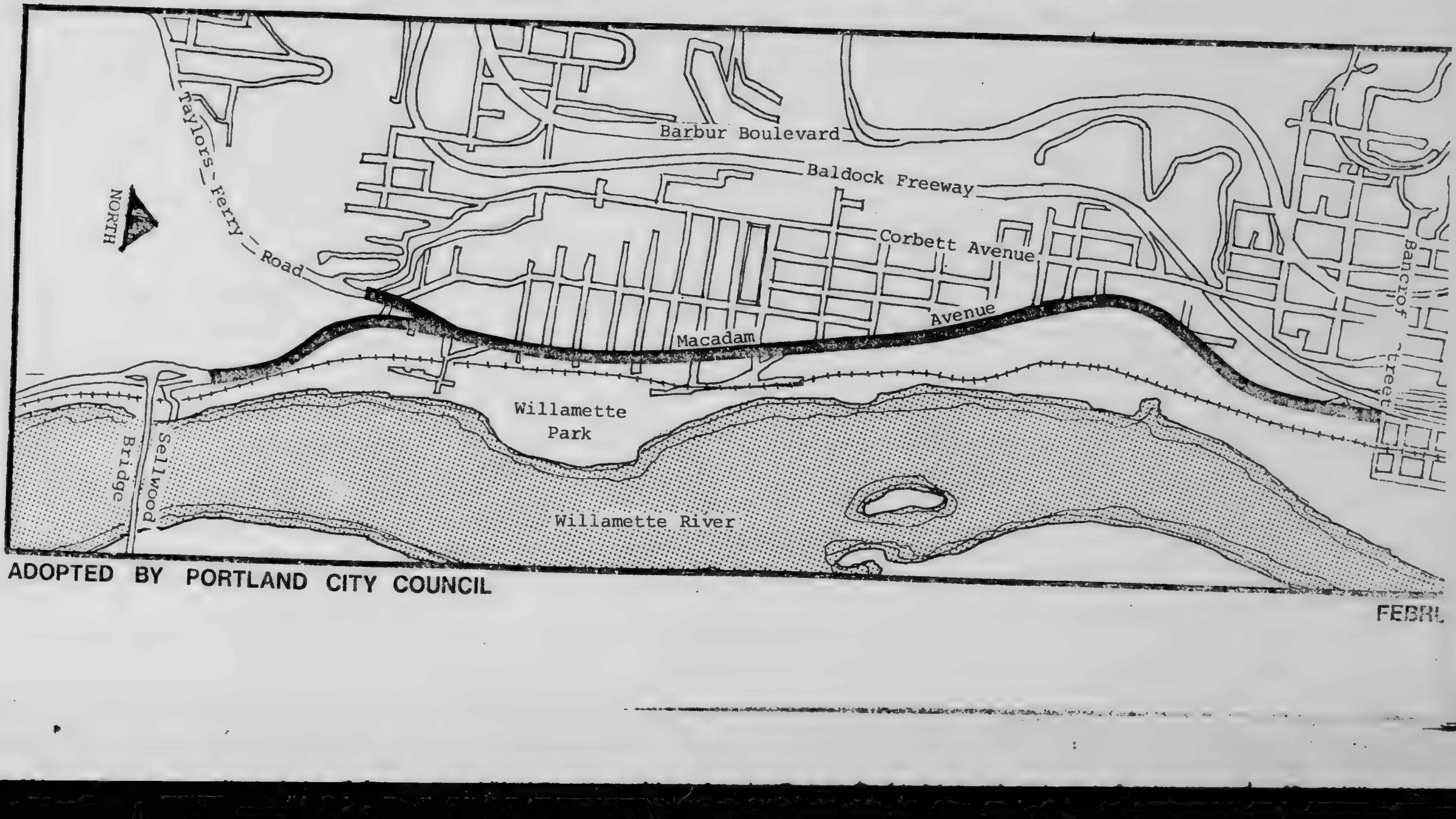
-------------MAJOR ACTION-------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _x_ 3 (Non major) ____ 4

Form (1)10-75

MACADAM AVENUE IMPROVEMENT PROJECT


Barbur Boulevard
Baldock Freeway
Corbett Avenue
Taylors-Ferry Road
NORTH
Macadam Avenue
Bancroft Street
Willamette Park
Sellwood Bridge
Willamette River

ADOPTED BY PORTLAND CITY COUNCIL

FEBR

Form F-39 (Rev. 9-71)

9153

BSS0001

2

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-63

AUTHORITY FOR SURVEY

ction Bancroft Street - Sellwood Bridge

Highway Oswego (Macadam Avenue)

County Multnomah

Date June 8, 1978

Authorization No. 1

Survey Prefix 26-1913
(Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is S.W. Bancroft Street. The southerly terminus is the Sellwood Bridge. The overlength of the project 1.92 miles. The routing is that of the existing Macadam Avenue except in the vicinity of Taylors Ferry Road.

Proposed:

A 4-lane facility of the "boulevard" type with a 10-foot center median or left-turn lane. Signalization to be provided at 5 major intersections. Additional features will include sidewalks, planted median and a planted parking strip. Reserve easterly 30 feet of right-of-way for future light rail.

Purpose of survey:

To perform field survey, prepare plans, specifications and estimates.

IX-9565(6)
9-22-78

		Estimate of Cost
Field Survey	(901)	198,000
Citizen Participation	(902)	
City or County	(903)	5,000
Consultant	(904)	
Final Design	(905)	25,000
Bridge Design	(906)	3,000
Preliminary Design	(907)	
R/W Descriptions	(909)	4,000
Soils & Geology	(910)	2,000
Traffic	(911)	25,000
Landscape	(912)	5,000
Liaison R/W	(913)	
Utility	(914)	3,000
Photogrammetry	(916)	10,000
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	7,000
Environmental	(923)	2,000
Foundation Exploration	(926)	4,000
Seminars	(950)	500
Hearings	(980)	
Equal Opportunity	(985)	500
Advisory Committees	(986)	

Funding: E(4) $2,807,000
FAU 443,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 294,000

Previous authorization . . . .

Additional authorization requested . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

T. Ewen, METRO Location Engineer

ommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

SP*23604-731

Recommended for Approval:

Location Engineer

Approved:

AD. DEP. IS ON
ITS WAY SAYS JON ROSE.

FEDERAL AID PROJECT REQUEST

Date March 20, 1978

Applicant Agency City of Portland

Request for: Off-System ✓, FAS-C ____, FAUS "e(4)" Project x

Federal Aid Route No. 9565 Route Name Oswego Highway-State Hwy. 43

Project Name Macadam Avenue

Project Length 1.92 miles Project Location (Attach sketch map)

Project Description Provide 4 travel lanes plus a center median or left turn lane. Signalize major crossings and access points. Provide street trees and minimize over head utilities. Provide for future light rail transit along the current Southern Pacific tracks.

Average Daily Traffic 24,000 ADT 1976 Design Speed 30-35 MPH
27,700 ADT 1990

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 40 Travel Lanes 4 Shoulders No
Medians No Parking No
Sidewalks West Side
Remarks A 30-foot reservation is provided on the east side for a railroad loading spur.

2. Desired Roadway Cross Section: (Attach sketch)

Width 60 Travel Lanes 4 Shoulders No
Medians Planted or left turn lane Parking No
Curbed Yes Length Curb Radii To be determined
Sidewalk/Bikeway Sidewalks, ped/bicycle provided where no sidewalks.
Remarks Rail spur to be removed

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80 Minimum 80 Maximum 90

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No x

3. Will additional right-of-way be needed? Yes x No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes x No ____
Remarks One 40 to 50 square foot parcel of sidewalk frontage at Nevada Street.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Pedestrian signal at Nebraska, Mitchell and Pendleton.

2. **Proposed Signalization:**

Location Taylors Ferry Road, Nevada, Nebraska, Pendleton, Boundary, and approximately Seymour.
Type Fixed time and vehicle and pedestrian actuated.
Phases Three, including left-turns.
Type of Suspension To be determined.
Interconnected Yes.
Remarks

3. **Permanent Signing:**

Include in project or by applicant? Include in project.

4. **Permanent Striping:**

Include in project or by applicant? Include in project.

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

400 Watt mercury vapor. One every 125' on power poles, with overhead wiring.

2. **Proposed Illumination:**

Location ~~Two every 250' in median on mast arms.~~ To be determined M.J.H.
Type 250 Watt sodium vapor with cut-off luminaires, and underground wiring.
Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location None
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location
Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks Retaining walls only.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Oregon State Highway Division Office
2.	Environmental	Oregon State Highway Division Office
3.	Public Hearing	NA Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant_________ State X Consultant_________

3. Will applicant perform any work prior to or after award of contract?
Yes_________ No No
If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 1,557,000
Right-of-way costs (if participating)	~~0~~ 100,000
Traffic control	200,000
Illumination	340,000
Structures	380,000
Railroad	0
Other Landscaping	80,000
Preliminary engineering	250,000
PROJECT TOTAL	$ 2,~~8~~9 07,000

Remarks An additional $443,000 has been approved in the CRAG TIP for signalization within the project area. This would bring the cost of All improvements within the project area to a total of $3,250,000.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or Multnomah COUNTY

By_________ By_________

By_________ By_________

By_________

Joint Funding for Project
e(4) $2,~~8~~9 07,000 including city match
FHWA 443,000 [illegible] State match

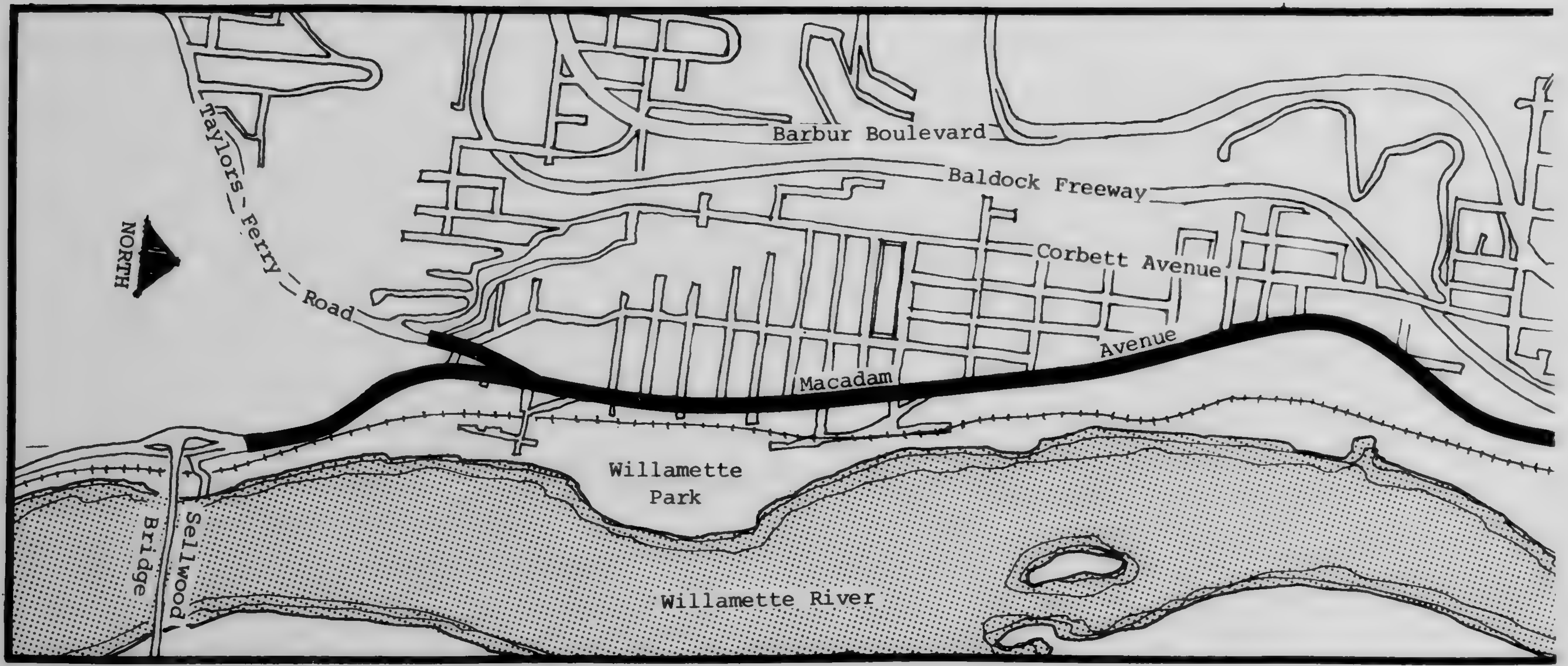
6/9

1980 S.W. Bancroft St. - 9181
Sellwood Br. Sec., Oswego Hwy.
(gr. pav. sign. ill. & sig) #1

Smead

C&A 5270 4-16-75

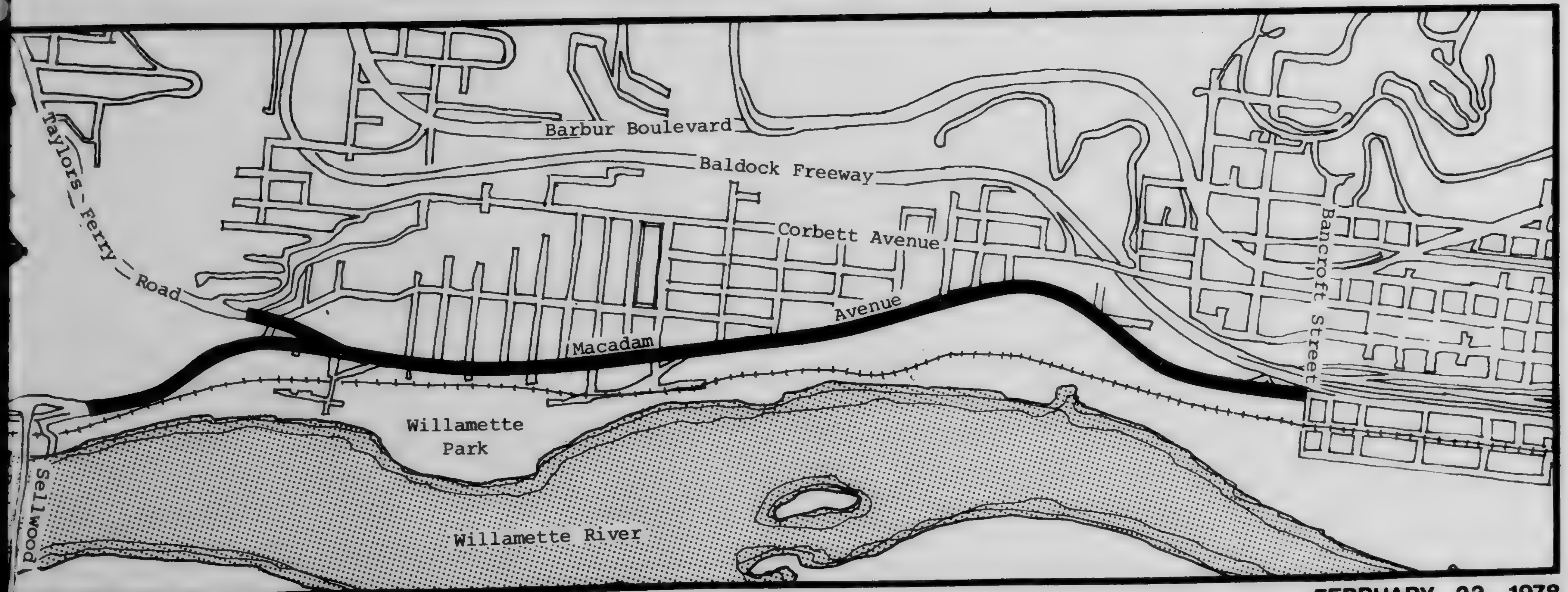
MACADAM AVENUE IMPROVEMENT PROJECT


Barbur Boulevard
Baldock Freeway
Corbett Avenue
Taylors Ferry Road
NORTH
Macadam Avenue
Willamette Park
Sellwood Bridge
Willamette River

ADOPTED BY PORTLAND CITY COUNCIL

Exhibit B

CADAM AVENUE
PROVEMENT PROJECT


Barbur Boulevard
Baldock Freeway
Corbett Avenue
Taylors Ferry Road
Macadam Avenue
Bancroft Street
Willamette Park
Willamette River
Sellwood

BY PORTLAND CITY COUNCIL

FEBRUARY 23, 1978

Exhibit B

MACADAM AVENUE IMPROVEMENT PROJECT

CITY COUNCIL MEMBERS:
Neil Goldschmidt, Mayor
Francis J.Ivancie, Commissioner
Charles R. Jordan, Commissioner
Connie McCready, Commissioner
Mildred A. Schwab, Commissioner

Prepared by:
THE PORTLAND BUREAU OF PLANNING.

The preparation of this report has been financed in part through a grant from the Department of Transportation, Federal Highway Administration.

ADOPTED BY PORTLAND CITY COUNCIL

FE

SUMMARY OF THE REPORT

This report traces the history of Macadam Avenue from the 1830's to the present, including the events which led to this report and City Council's approval of the improvement project on February 23, 1978.

The report includes the goals established by various bodies for the improvement of Macadam Avenue. The goals are summarized as follows:

1. Improve traffic flow and safety.
2. Minimize the impact of through traffic and the improvement project on the adjacent residential neighborhoods, and on adjacent commercial and industrial uses.
3. Improve pedestrian safety and ease of pedestrian crossings along Macadam Avenue.
4. Improve Macadam Avenue aesthetically, as a boulevard and as a major entrance to the City.
5. Preserve existing opportunities for the future implementation of a regional transit facility in the Macadam corridor.
6. Preserve opportunities for public access to and along the Willamette River and for future implementation of the Willamette Greenway.

The report describes a boulevard improvement for Macadam Avenue including four travel lanes, a planted median or left-turn lane, sidewalks, planted parking strips and signals at major intersections.

The report also contains recommendations for special setbacks, overhead utilities and sign control along Macadam Avenue, as well as for City assistance for impacted businesses.

TABLE OF CONTENTS

Resolution Approving the Macadam Avenue Project..

Origin and History of Macadam Avenue and the Improvement Project..........................

General Description of the Macadam Avenue Project..

Related Actions Recommended for the Macadam Corridor..

APPENDIX A:

Summaries of public meetings held on August 16, 1977, and January 30, 1978

APPENDIX B:

Report of the Macadam Avenue Task Force on Transportation

APPENDIX C:

The Arterial Streets Classification Policy for the Macadam Corridor

APPENDIX D:

Alternative Improvement Plans for Rodda Paint and Huntington Rubber

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Paint and Huntington Rubber

Resolution Approving the Macadam Avenue Project

RESOLUTION NO. 32047

WHEREAS, the City Council of the City of Portland has previously identified the need to accomplish transportation improvements to Macadam Avenue as a high priority; and

WHEREAS, the City Council has previously sought funding assistance for such improvements from both State Bond and Interstate Withdrawal sources; and

WHEREAS, the City Council directed that a study of improvements be undertaken by the Bureau of Planning with the use of Federal Aid Urban System funds; and

WHEREAS, the Board of the Columbia Region Association of Governments (CRAG) has set aside $2.5 million in Interstate Withdrawal funds for improvements to Macadam Avenue from the Sellwood Bridge to the Ross Island Bridge; and

WHEREAS, it is the understanding of the City Council that the staff of the City of Portland, the Oregon Department of Transportation, and residents of the City of Portland, have cooperatively participated in the development of plans for improvements of Macadam Avenue; and

WHEREAS, it is the understanding of the City Council that the local match financing requirements of the proposed improvements of Macadam Avenue are the responsibility of the City of Portland unless a change in policy occurs on the part of the Oregon Department of Transportation; and

WHEREAS, information describing the proposed improvements to Macadam Avenue is provided in the final study report of the Bureau of Planning, titled The Proposed Macadam Avenue Improvement Project; and

WHEREAS, review and approval of the proposed imp
to Macadam Avenue is required of the City Council of t
Portland; and

WHEREAS, it is the understanding of the City Cou
the proposed improvements to Macadam Avenue are consis
the adopted neighborhood plan and; now, therefore, be

RESOLVED that the City Council of the City of Po
hereby express its approval of the design for improvem
Macadam Avenue, as defined in The Proposed Macadam Ave
Improvement Project; and be it further

RESOLVED that the City Council does hereby expre
support for the construction of the improvements to Ma
Avenue and requests the Oregon Highway Division to und
work necessary to implement the improvements; and be i

RESOLVED that the City Council does hereby direc
staff to undertake associated work concerning: a setb
ordinance; overhead utilities; sign control; and assis
impacted businesses; as recommended in The Proposed Ma
Avenue Improvement Program; and be it further

RESOLVED that S.W. Virginia Avenue remain open a
the closure of S.W. Virginia Avenue and reclassificati
S.W. Nebraska Street be re-examined after substantial
of the S.W. Macadam Avenue project.

Adopted by the Council February 23, 1978.

proving the Macadam Avenue Project

RESOLUTION NO. 32047

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adam Avenue; and

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venue is provided in the final study report of the
anning, titled The Proposed Macadam Avenue Improve-
; and

WHEREAS, review and approval of the proposed improvements to Macadam Avenue is required of the City Council of the City of Portland; and

WHEREAS, it is the understanding of the City Council that the proposed improvements to Macadam Avenue are consistent with the adopted neighborhood plan and; now, therefore, be it

RESOLVED that the City Council of the City of Portland does hereby express its approval of the design for improvements to Macadam Avenue, as defined in The Proposed Macadam Avenue Improvement Project; and be it further

RESOLVED that the City Council does hereby express its support for the construction of the improvements to Macadam Avenue and requests the Oregon Highway Division to undertake the work necessary to implement the improvements; and be it further

RESOLVED that the City Council does hereby direct City staff to undertake associated work concerning: a setback ordinance; overhead utilities; sign control; and assistance to impacted businesses; as recommended in The Proposed Macadam Avenue Improvement Program; and be it further

RESOLVED that S.W. Virginia Avenue remain open and that the closure of S.W. Virginia Avenue and reclassification of S.W. Nebraska Street be re-examined after substantial completion of the S.W. Macadam Avenue project.

Adopted by the Council February 23, 1978.

Origin and History of Macadam Avenue and the Proposed Project:

Macadam Avenue is perhaps the oldest road in Multnomah County. In the 1830's it was known to be a trail through the wilderness used by Indians and trappers. In the 1840's, it was improved to serve as a wagon track used by immigrants in search of land claims. The first settler in what is now Portland, William Johnson, built a log cabin in 1842 along the path near the current intersection of SW Curry and Macadam. Since that time, Macadam Avenue has gone through numerous transitions.

The first major improvements were made during the years 1845-46, and 1848-49, a period when the town of Milwaukie rivaled Portland for regional trade. During the region's early expansion, most commerce was carried via the Willamette River. Problems in navigation, however, necessitated the improvement of the foot trail into a wagon tract.

In 1852, the road was surveyed and made part of the territorial system. In the same year, John Taylor began a ferry across the Tualatin River. This improvement was linked to the wagon road by Taylors Ferry Road which was at that time "but a mirky tract". At the intersection of these two roads, Captain Cushing opened the Red House Tavern. Other structures found along the wagon tract at that time included the Stephens, Terwilliger, Fitz-Henry and Caruthers' residences, and the State penitentiary.

In 1862, a charter was granted to the Portland and Milwaukie Macadamized Road Company to establish a toll gate. The road was graded, straightened and hard-surfaced, or macadamized, at a cost of about $70,000. The first toll gate was installed below the State's prison where Macadam and Front Street joined. A second toll gate was erected near the southern end of Macadam, at the foot of Palatine Hill, where Macadam curved left towards the Willamette River. In 1866, Macadam Road was declared the best in the State.

The term Macadamized refers to a type of crushed rock paving which was invented by a Scottish engineer, John Loudon MacAdam, in the late 18th century.

Profits from the toll gate were minimal and the und
proved to be a non-paying investment. Some of the
its failure were that the town of Milwaukie went in
river transportation improved, and a road had been
from East Portland towards Milwaukie along the east
river.

Additionally, a petition was submitted to the Multn
Court requesting a public road running parallel to
Under these circumstances, the Portland and Milwauk
Company decided to sell out to the County. In 187
sive negotiations, the promoters finally received
their interests.

By the mid-1870's, Macadam's name gradually change
White House Road. The name was taken after a road
southern end of Macadam in what is now Dunthorpe.
Bob," its owner, painted it a dazzling white and ma
by advertising that the lid was off -- any sort of
had, and no policemen were around to cramp anyone'

In 1885, the Multnomah Driving Association was org
purpose of repairing and sprinkling the road. Mac
became popular as a course for sport and pleasure
White House also continued to grow in popularity.
Portland pioneer financier and partner of John Gre
one of the incorporators of the Macadam Road Compa
interested in the roadhouse. He bought out White
1886, moved the roadhouse across the road, and imp
added to it. When the renovations were completed,
the finest hostelries on the Pacific Coast. He ca
Riverside Hotel but its popular name continued to
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night life reached the height of its popularity.

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Profits from the toll gate were minimal and the undertaking proved to be a non-paying investment. Some of the reasons for its failure were that the town of Milwaukie went into a decline, river transportation improved, and a road had been established from East Portland towards Milwaukie along the east bank of the river.

Additionally, a petition was submitted to the Multnomah County Court requesting a public road running parallel to Macadam. Under these circumstances, the Portland and Milwaukie Road Company decided to sell out to the County. In 1879, after extensive negotiations, the promoters finally received $5,000 for their interests.

By the mid-1870's, Macadam's name gradually changed to the White House Road. The name was taken after a roadhouse at the southern end of Macadam in what is now Dunthorpe. "White House Bob," its owner, painted it a dazzling white and made it popular by advertising that the lid was off -- any sort of game might be had, and no policemen were around to cramp anyone's style.

In 1885, the Multnomah Driving Association was organized for the purpose of repairing and sprinkling the road. Macadam Avenue became popular as a course for sport and pleasure driving. The White House also continued to grow in popularity. H. D. Leonard, Portland pioneer financier and partner of John Green, who was one of the incorporators of the Macadam Road Company, became interested in the roadhouse. He bought out White House Bob in 1886, moved the roadhouse across the road, and improved and added to it. When the renovations were completed, he had one of the finest hostelries on the Pacific Coast. He called it the Riverside Hotel but its popular name continued to be the White House. In the late 1882's and 90's, the White House and its night life reached the height of its popularity.

In 1887, the Portland and Willamette Valley Railroad, under the control of the Southern Pacific, opened its line along the west bank of the Willamette River, paralleling Macadam Avenue.

Author Rudyard Kipling recorded this impression of Macadam Avenue in 1892 when he traveled south from Portland in order to go Salmon fishing at the Clackamas River.

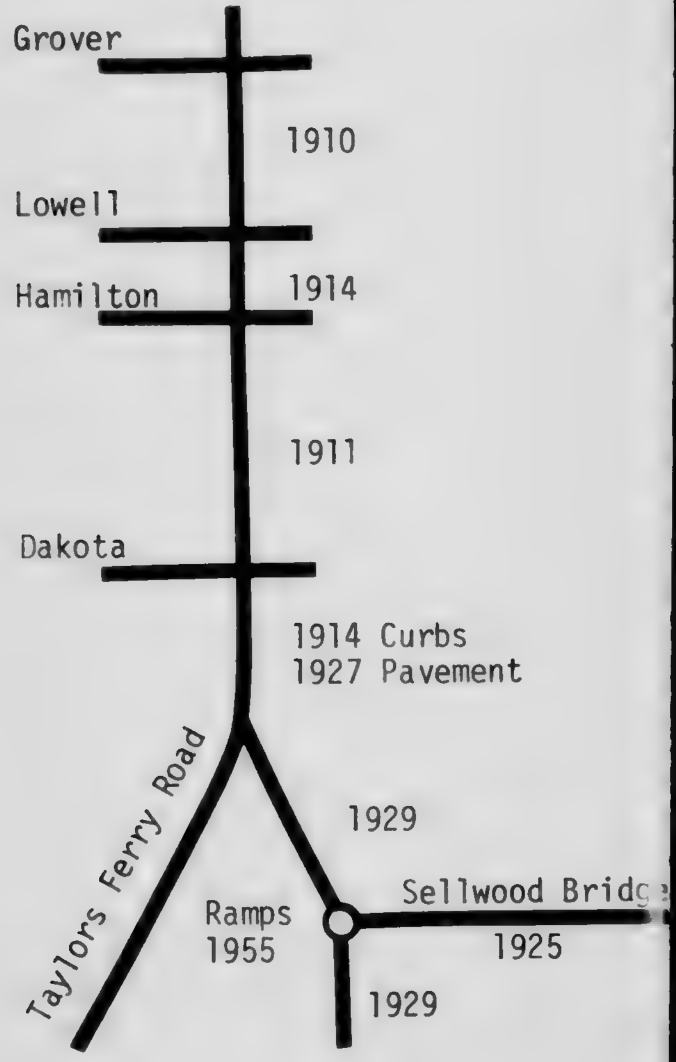
> "Half a mile from this City of fifty thousand souls [Portland], we struck (and this must be taken literally) a plank-road that would have been a disgrace to an Irish Village.
>
> "Then six miles of Macadamized road showed us that the team could move. A railway ran between us and the banks of the Willamette, and another above us through the mountains. All the land was dotted with small townships and the roads were full of farmers in their town wagons, with bunches of tow-haired, boggle-eyed urchins sitting in the hay behind."[1]

In 1901, the decision was made to widen Macadam Avenue to an 80' right-of-way from Sheridan Street to White House. Evidently, this was a project undertaken jointly by Multnomah County and the Riverside Driving Association, since it is recorded that the Association compensated property owners for some relocation damages. On June 27, 1904, the White House caught fire. The structure burned to the ground and was never rebuilt. Interest in Macadam declined thereafter and the roadway fell into disrepair.

Macadam Avenue was improved in progressive segments from 1910-1929. (See Figure 1) During this period, the Sellwood Bridge was erected (1925) and the land adjacent to the street began to develop with industrial and commercial uses. The State Highway Division, in 1937, agreed to take over the maintenance of the road as a State highway. In 1955, the west approach to the Sellwood Bridge was improved.

Figure I

Dates of Improvements to Macadam Avenue



On September 27, 1964, the Oregon State Highway Divi
a hearing on a proposal to reconstruct Macadam Avenu
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[1] Rudyard Kipling, American Notes 1899-1900, (Travels in 1889-1893)

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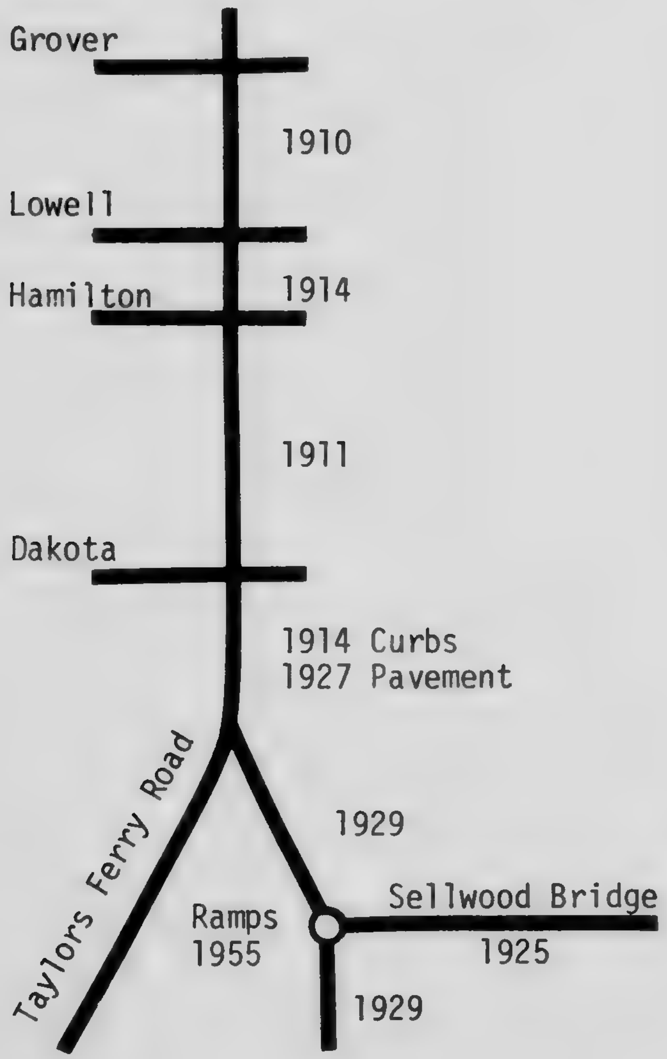

On September 27, 1964, the Oregon State Highway Division held a hearing on a proposal to reconstruct Macadam Avenue as a four lane road with a 4' divider. The intersection with Taylors Ferry Road was stressed as a trouble spot which should be redesigned.

---

ng, American Notes 1899-1900,
889-1893)

In 1965, the OSHD began acquisition and clearance of land in this area and undertood the preliminary design of a grade-separated interchange. However, because of a lack of funds, no construction was undertaken.

In September of 1973, Portland Mayor Neil Goldschmidt appointed a Macadam Corridor Task Force on Transportation to evaluate the transportation needs and related problems along Macadam Avenue, and to make specific recommendations that could be used by the various agencies which would be making decisions about activity and development in the Corridor. At that time, the Corridor was defined as extending north from the Sellwood Bridge to the Ross Island Bridge.

In their February, 1974 report, the Task Force made the following recommendations:

MACADAM CORRIDOR GOALS:

1. Encourage attractive alternatives to the automobile to reduce the need for regional automobile trips through the Corridor.
2. Promote transportation solutions which address current and projected trip demands for local and through transportation which are in scale and compatible with contiguous land use.
3. Maintain or improve the existing environmental quality.
4. Maximize the short and long-term economic cost/benefit of improvements to the community, both in particular and system-wide.
5. Improve cooperation among responsible government agencies and ensure meaningful citizen participation.

SPECIFIC RECOMMENDATIONS:

1. Maintain the current capacity on Macadam, makin
as required for safety. The following element
included in any solution considered:
    - A. Automobile accommodation should remain wit
present right-of-way.
    - B. Provide four 12-foot lanes.
    - C. Include a median of 16 feet or less with t
and landscaping.
    - D. Provide signalization for safety and for pe
crossings.
    - E. Provide a "boulevard treatment."
    - F. Allow landscaping in phases, especially whe
compliance would require unreasonable expe
    - G. Implement a design zone with sign control
Corridor to guide future development.
    - H. Provide sidewalks adjacent to Macadam whic
from six feet in width to an espanade effe
straint permits.
    - I. Avoid unreasonable impacts on industry and
community.
    - J. Use the pedestrian, median, and boulevard
tions as variables when right-of-way const
    - K. When possible, limit improvements (includi
the present right-of-way, and in no case s
right-of-way be expanded by more than 20 f

SHD began acquisition and clearance of land in this
tood the preliminary design of a grade-separated
However, because of a lack of funds, no construc-
taken.

f 1973, Portland Mayor Neil Goldschmidt appointed
idor Task Force on Transportation to evaluate the
needs and related problems along Macadam Avenue,
ecific recommendations that could be used by the
es which would be making decisions about activity
t in the Corridor. At that time, the Corridor was
ending north from the Sellwood Bridge to the Ross

ary, 1974 report, the Task Force made the follow-
tions:

ORRIDOR GOALS:

ncourage attractive alternatives to the automobile
o reduce the need for regional automobile trips
hrough the Corridor.

romote transportation solutions which address
urrent and projected trip demands for local and
hrough transportation which are in scale and
ompatible with contiguous land use.

aintain or improve the existing environmental
uality.

aximize the short and long-term economic cost/
enefit of improvements to the community, both
n particular and system-wide.

mprove cooperation among responsible government
gencies and ensure meaningful citizen participa-
ion.

SPECIFIC RECOMMENDATIONS:

1. Maintain the current capacity on Macadam, making improvements as required for safety. The following elements should be included in any solution considered:

    A. Automobile accommodation should remain within the present right-of-way.

    B. Provide four 12-foot lanes.

    C. Include a median of 16 feet or less with turn refuges and landscaping.

    D. Provide signalization for safety and for pedestrian crossings.

    E. Provide a "boulevard treatment."

    F. Allow landscaping in phases, especially where immediate compliance would require unreasonable expenditures.

    G. Implement a design zone with sign control in the Corridor to guide future development.

    H. Provide sidewalks adjacent to Macadam which may vary from six feet in width to an espanade effect as constraint permits.

    I. Avoid unreasonable impacts on industry and the community.

    J. Use the pedestrian, median, and boulevard accommodations as variables when right-of-way constraints exist.

    K. When possible, limit improvements (including rail) to the present right-of-way, and in no case should the right-of-way be expanded by more than 20 feet.

2. Make other necessary street improvements.

    A. Improve Highway 43 (State Street) possibly with a bypass route from the south side of Oswego Creek to north of the Oswego City limits and with further solution to proceed north to the Sellwood Bridge.

    B. Corbett should remain as a collector and no improvements for through-traffic should be made on any residential streets.

3. Provide required traffic control.

    A. Reinforce speed limit on Macadam.

    B. Provide necessary signalization and turn refuges.

    C. Consider selective street vacations, etc., as a means of discouraging the use of neighborhood streets by through traffic.

    D. Limit access to and from Macadam.

4. Increase the modal shift from auto to public transportation.

    A. Maintain a rail right-of-way through the corridor.

    B. Demonstrate advantages of public transit over the automobile.

    C. Provide transit right-of-way and connections between the Lake Oswego Park-and-Ride Station, Terwilliger, Johns Landing, Oregon International Center, the Downtown Waterfront, a multi-mode facility, Union Station, and the Old Town/N.W. Natural Gas area.

    D. Improve bus transit service in the Corridor. Consider feeder bus, mini-bus and dial-a-bus.

    E. Implement a demonstration light rail project i
    ly as part of a larger, regional program usin
    ing right-of-way, with electrification, servi
    park-and-ride station.

    F. Maximize use of developments as transit stati

    G. Leave rail connections in the Corridor "as i
    the results of the Tri-Met rail right-of-way
    are available and until there are feasible,
    alternatives.

The Macadam Task Force report was adopted by the Cor
Terwilliger, Lair Hill Planning Committee in Februar

In Resolution No. 31451, passed on August 1, 1974, C
designated Macadam Avenue as its third priority for
funding, and attached an estimated cost figure of $8
When state bond financing fell far short of its $150
revenue goal, the improvements to Macadam Avenue wer
ly postponed.

During 1974, however, an improvement at SE Pendleton
taken with private funds in conjunction with the Joh
development. Then, on September 15, 1976, the City
federal approval for a $15,000 Project Development
which this report is a product.

On February 2, 1977, the federal government approve
request for $40,000 in preliminary engineering fund
signals along Macadam Avenue at Nebraska, Boundary,
Virginia.

In June of the same year, the federal government app
Multnomah County request for $32,000 for the prelim
engineering of safety improvements to the west end o
Sellwood Bridge.

At about the same time, Portland City Council adopte
Arterial Streets Classification Policy which designa

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own Waterfront, a multi-mode facility, Union
on, and the Old Town/N.W. Natural Gas area.

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r bus, mini-bus and dial-a-bus.

E. Implement a demonstration light rail project immediately as part of a larger, regional program using existing right-of-way, with electrification, serving the park-and-ride station.

F. Maximize use of developments as transit stations.

G. Leave rail connections in the Corridor "as is" until the results of the Tri-Met rail right-of-way study are available and until there are feasible, acceptable alternatives.

The Macadam Task Force report was adopted by the Corbett, Terwilliger, Lair Hill Planning Committee in February of 1974.

In Resolution No. 31451, passed on August 1, 1974, City Council designated Macadam Avenue as its third priority for state bond funding, and attached an estimated cost figure of $8 million. When state bond financing fell far short of its $150 million revenue goal, the improvements to Macadam Avenue were indefinitely postponed.

During 1974, however, an improvement at SE Pendleton was undertaken with private funds in conjunction with the Johns Landing development. Then, on September 15, 1976, the City received federal approval for a $15,000 Project Development Study, of which this report is a product.

On February 2, 1977, the federal government approved a City request for $40,000 in preliminary engineering funds for three signals along Macadam Avenue at Nebraska, Boundary, and Virginia.

In June of the same year, the federal government approved a Multnomah County request for $32,000 for the preliminary engineering of safety improvements to the west end of the Sellwood Bridge.

At about the same time, Portland City Council adopted the Arterial Streets Classification Policy which designated Macadam

Avenue a Major City Traffic Street, a Regional and Major City Transit Street, and a Boulevard. The Policy also designated the existing Southern Pacific Railroad right-of-way as a Regional Transitway and located a bicycle and pedestrian pathway adjacent to the Willamette River. (The full policy statements for Macadam Avenue are attached.)

On August 3, 1977, Portland City Council passed Resolution No. 31924, which established that local match requirements would be met by the City if the Columbia Region Association of Governments (CRAG) would set aside federal funds from the Mt. Hood Interstate withdrawal source. On August 25, CRAG allocated $2.5 million to the Macadam Avenue project and modifications to the west approach to the Ross Island Bridge.

The following goals, relating to the Macadam Corridor, were developed through the neighborhood planning process, and were adopted by the Corbett, Terwilliger, Lair Hill Planning Committee in September, 1974, and by the Portland City Planning Commission on December 6, 1976. The goals were included in the Neighborhood Policy Plan presented to Council on November 16, 1977.

TERWILLIGER NEIGHBORHOOD

GOAL 5. Minimize the barrier that Macadam and its proposed improvements create between the neighborhood and the riverfront.

GOAL 6. Provide safe pedestrian and vehicular access to Willamette Park.

GOAL 7. Discourage through traffic in the neighborhood.

MACADAM CORRIDOR

GOAL 1. Maintain a viable industrial community in the areas where sound businesses now exist, especially those along the river.

GOAL 2. Retain heavy industry along the Willa
north of Johns Landing to Gibbs Stree

GOAL 3. Encourage redevelopment for commercia
and residential use when the land be
in the area bounded by the Marquam Br
Avenue, Gibbs Street and the Willame

GOAL 4. Retain manufacturing between Willame
Macadam along the east side of Macad
Street to the Taylors Ferry Road int

GOAL 5. General office buildings and some co
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Macadam.

GOAL 6. Commercial "drive-in" facilities sh
in order to avoid the traditional "c
development.

GOAL 7. Adopt recommended Planning Commissi
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On November 16, 1977, the Portland City Council a
following policies relating to the Macadam Corri
part of the Corbett, Terwilliger, and Lair Hill

Policy B. Reduce vehicular traffic through
neighborhoods.

Intent: Improve the environment
neighborhood by lessening noise.
pollution caused by traffic.

Reasons:

a. Reinforce the public investm
rehabilitation.

b. Encourage higher quality dev
neighborhoods.

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TERWILLIGER NEIGHBORHOOD

Minimize the barrier that Macadam and its proposed improvements create between the neighborhood and the riverfront.

Provide safe pedestrian and vehicular access to Willamette Park.

Discourage through traffic in the neighborhood.

MACADAM CORRIDOR

Maintain a viable industrial community in the areas where sound businesses now exist, especially those along the river.

GOAL 2. Retain heavy industry along the Willamette River north of Johns Landing to Gibbs Street.

GOAL 3. Encourage redevelopment for commercial, recreational, and residential use when the land becomes available in the area bounded by the Marquam Bridge, Macadam Avenue, Gibbs Street and the Willamette River.

GOAL 4. Retain manufacturing between Willamette Park and Macadam along the east side of Macadam from Nebraska Street to the Taylors Ferry Road intersection.

GOAL 5. General office buildings and some compatible manufacturing are preferred along the west side of Macadam.

GOAL 6. Commercial "drive-in" facilities shall be discouraged in order to avoid the traditional "commercial strip" development.

GOAL 7. Adopt recommended Planning Commission traffic and circulation policies. (The Arterial Streets Policy)

On November 16, 1977, the Portland City Council adopted the following policies relating to the Macadam Corridor as a part of the Corbett, Terwilliger, and Lair Hill Policy Plan.

Policy B. Reduce vehicular traffic through residential neighborhoods.

Intent: Improve the environment of the residential neighborhood by lessening noise, congestion and air pollution caused by traffic.

Reasons:

a. Reinforce the public investment in neighborhood rehabilitation.

b. Encourage higher quality development in the neighborhoods.

Policy C. Control development and improvements in the Macadam Corridor.

Intent: Retain industrial uses, and thereby potential employment, within the planning area and mitigate the economic pressure toward strictly commercial development on the riverfront. If and when businesses in the Corridor relocate - especially those between Macadam Avenue and the Willamette River north of Johns Landing - a mixture of residential, recreational and commercial uses should be encouraged.

In developing the proposed Macadam Avenue Improvement Project, the Portland Bureau of Planning met with the Corbett, Terwilliger, Lair Hill Planning Committees on August 3, November 2, 1977, and January 5th in order to discuss various aspects of the design.

The Bureau held two larger public meetings at Terwilliger School during the evenings of August 16, 1977 and January 30, 1978. After the August 16th public meeting, Bureau staff met or had contact with various individuals and groups living or owning property adjacent to Macadam Avenue, including representatives from Macadam Investors, Johns Landing Condominium Owners, Huntington Rubber Company, Rodda Paint, Leflar Enterprises, Audio Group, Johnson Acoustical, and other individuals who were planning developments along Macadam Avenue.

A public hearing was held before City Council on February 23, 1978.

General Description of the Macadam Avenue Improvement

For the most part, the right-of-way for Macadam Avenue
currently 80' wide. It is developed with four 10-foot
lanes, a sidewalk and parking strip on the west side,
30-foot reservation for a rail spur on the east. The
is unused except for a single customer who received fi
loads of freight last year, and the track has largely
removed. The right-of-way upon which the railroad sp
located is being used by some of the businesses on the
as parking and loading space.

Current DAILY traffic volumes on Macadam Avenue range
vehicles between Taylors Ferry Road and the Sellwood
19,900 north of Nebraska Street. Although the projec
new development along Macadam Avenue, through traffic
are not expected to increase significantly by the yea

Safety problems exist along the Corridor because of u
intersections, narrow lanes, poor alignment, utility
close to moving traffic, lack of left turn refuges, an
controlled access to adjacent land uses.

The project will provide four 12-foot travel lanes, si
a planted median, and planted parking strips within th
ing right-of-way of Macadam Avenue south of Boundary S
Left turn lanes will be provided at approximately eve
cross street. Signals and left turn lanes will be pro
Taylors Ferry Road, Nevada, Nebraska, Pendleton, Boun
approximately Seymour Streets. The intersection with
Ferry Road will be rebuilt within the existing rights-
in order to provide safer movement between the two st
'U' turns from south to north. Street trees will be
and the visual impact of overhead utilities will be r
a minimum. At the southern end of the project, a bik
pedestrian way would be constructed along the river i
sidewalks. Provisions will be made to preserve the S
Pacific rail line for future use by light rail transi
region decides to implement that mode within the Maca
Corridor. Light rail transit will not be implemented
of this project.

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General Description of the Macadam Avenue Improvement Project:

For the most part, the right-of-way for Macadam Avenue is currently 80' wide. It is developed with four 10-foot travel lanes, a sidewalk and parking strip on the west side, and a 30-foot reservation for a rail spur on the east. The rail spur is unused except for a single customer who received five car loads of freight last year, and the track has largely been removed. The right-of-way upon which the railroad spur is located is being used by some of the businesses on the east side as parking and loading space.

Current DAILY traffic volumes on Macadam Avenue range from 27,700 vehicles between Taylors Ferry Road and the Sellwood Bridge to 19,900 north of Nebraska Street. Although the project may spur new development along Macadam Avenue, through traffic volumes are not expected to increase significantly by the year 1990.

Safety problems exist along the Corridor because of unsignalized intersections, narrow lanes, poor alignment, utility poles placed close to moving traffic, lack of left turn refuges, and uncontrolled access to adjacent land uses.

The project will provide four 12-foot travel lanes, sidewalks, a planted median, and planted parking strips within the existing right-of-way of Macadam Avenue south of Boundary Street. Left turn lanes will be provided at approximately every other cross street. Signals and left turn lanes will be provided at Taylors Ferry Road, Nevada, Nebraska, Pendleton, Boundary and approximately Seymour Streets. The intersection with Taylors Ferry Road will be rebuilt within the existing rights-of-way, in order to provide safer movement between the two streets and 'U' turns from south to north. Street trees will be provided and the visual impact of overhead utilities will be reduced to a minimum. At the southern end of the project, a bike and pedestrian way would be constructed along the river instead of sidewalks. Provisions will be made to preserve the Southern Pacific rail line for future use by light rail transit, if the region decides to implement that mode within the Macadam Corridor. Light rail transit will not be implemented as a part of this project.

The cost of the Macadam Avenue Improvement Project will be in the range of $2.50 to $3.25 million. A total of $2.88 million in federal funds has been set aside for the Macadam Avenue improvement and the South Portland area. With local match, the total available funding is $3.35 million.

A report describing possible changes to the arterial system in the South Portland area will be issued in March of this year. All of the alternatives being considered in the South Portland Circulation Study are consistent with the proposed Macadam Avenue Improvement Project.

Related Actions Recommended for the Macadam Corridor.

Special Setbacks:

A ten-foot setback for new construction should be esta lished on either side of Macadam Avenue for reasons o preserving light and air, driver visibility, pedestri safety and allowing for street tree growth.

Overhead Utilities:

City staff should be directed to work with Portland Electric and Northwest Bell Telephone in order to for late a plan to minimize the visual impact of overhea utilities.

Sign Control:

A sign control ordinance should be drafted for and a to Macadam Avenue.

Impacted Land Uses Adjacent to Macadam Avenue:

City staff should be directed to work with the Hunti Rubber Company, Rodda Paint, and Leflar Enterprises, are currently using City right-of-way for loading a off-street parking, to obtain financial assistance i order to relocate or adapt their business to the pro improvement. Opportunities for such assistance exis the form of Small Business Administration and Econo Development Administration, and Industrial Revenue

Closure of SW Virginia Avenue at Taylors Ferry Road:

The closure of SW Virginia Avenue at Taylors Ferr will be examined after the implementation of the M Avenue Project. This will be done in order to see improvement of Macadam reduces through traffic on Virginia Avenue or if additional measures -such as closure of Virginia -are necessary to accomplish t goal.

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Related Actions Recommended for the Macadam Corridor.

Special Setbacks:

A ten-foot setback for new construction should be established on either side of Macadam Avenue for reasons of preserving light and air, driver visibility, pedestrian safety and allowing for street tree growth.

Overhead Utilities:

City staff should be directed to work with Portland General Electric and Northwest Bell Telephone in order to formulate a plan to minimize the visual impact of overhead utilities.

Sign Control:

A sign control ordinance should be drafted for and applied to Macadam Avenue.

Impacted Land Uses Adjacent to Macadam Avenue:

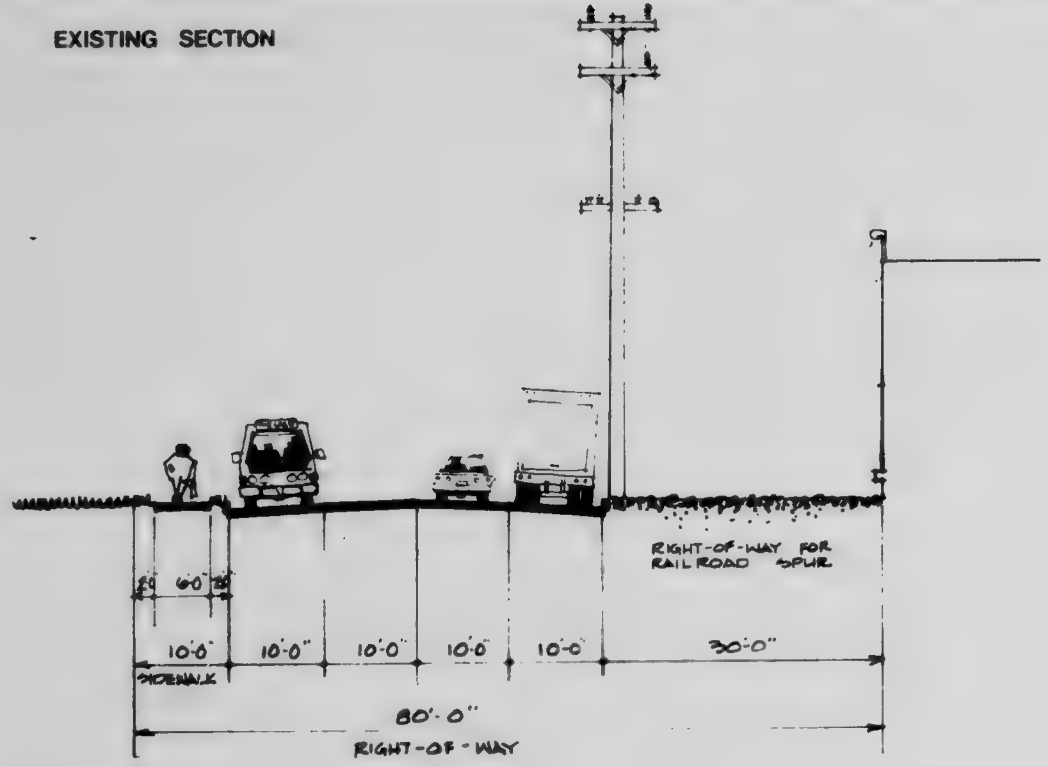
City staff should be directed to work with the Huntington Rubber Company, Rodda Paint, and Leflar Enterprises, who are currently using City right-of-way for loading and off-street parking, to obtain financial assistance in order to relocate or adapt their business to the proposed improvement. Opportunities for such assistance exist in the form of Small Business Administration and Economic Development Administration, and Industrial Revenue Bonds.

Closure of SW Virginia Avenue at Taylors Ferry Road:

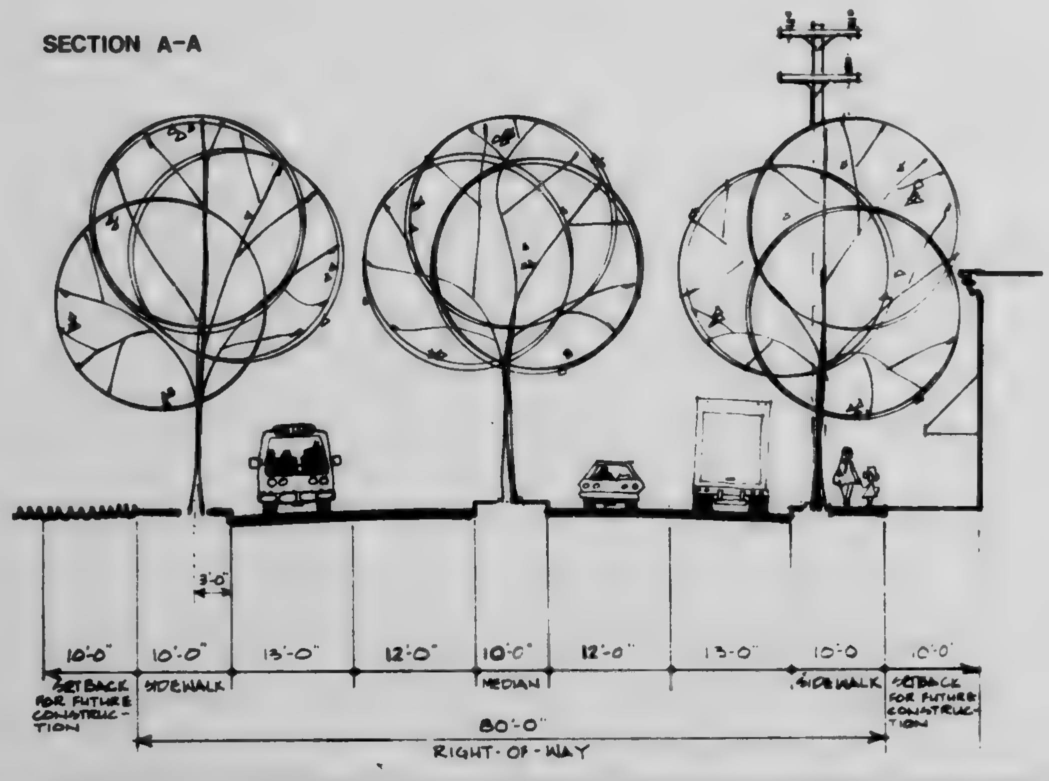
The closure of SW Virginia Avenue at Taylors Ferry Road will be examined after the implementation of the Macadam Avenue Project. This will be done in order to see if the improvement of Macadam reduces through traffic on Virginia Avenue or if additional measures -such as the closure of Virginia -are necessary to accomplish that goal.

TYPICAL
CROSS-SECTIONS
LOOKING NORTH

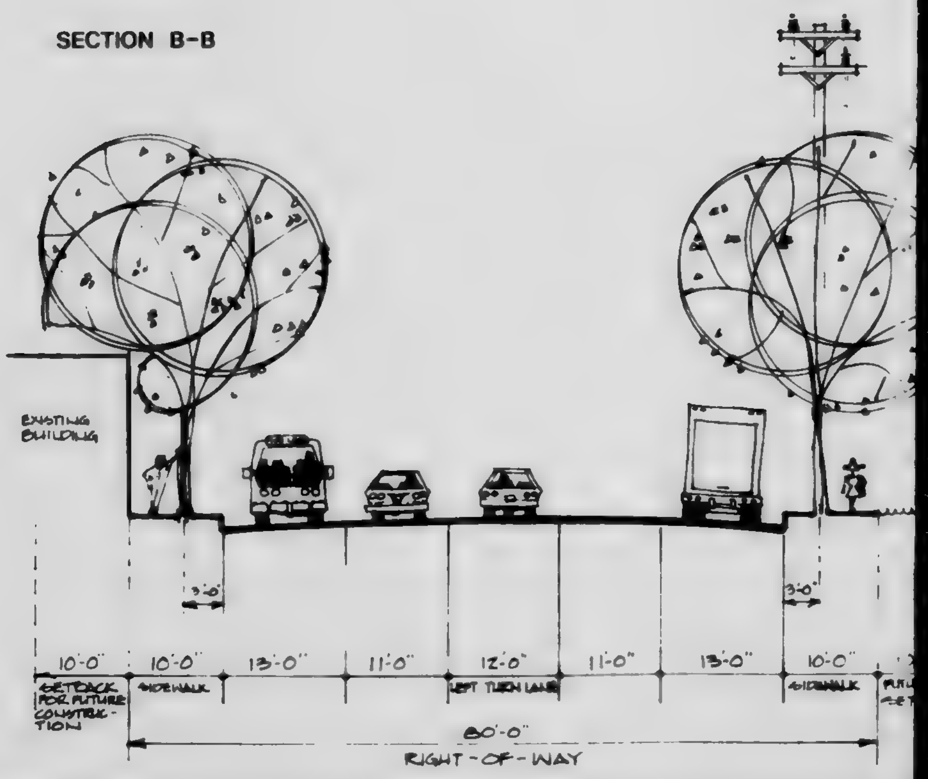
EXISTING SECTION


RIGHT-OF-WAY FOR
RAIL ROAD SPUR
2'0"
6'0"
2'0"
10'0"
10'0"
10'0"
10'0"
10'0"
30'0"
SIDEWALK
80'0"
RIGHT-OF-WAY

SECTION A-A


3'0"
10'0"
10'0"
13'0"
12'0"
10'0"
12'0"
13'0"
10'0
10'0"
SETBACK FOR FUTURE CONSTRUCTION
SIDEWALK
MEDIAN
SIDEWALK
SETBACK FOR FUTURE CONSTRUCTION
80'0"
RIGHT-OF-WAY

SECTION B-B


EXISTING BUILDING
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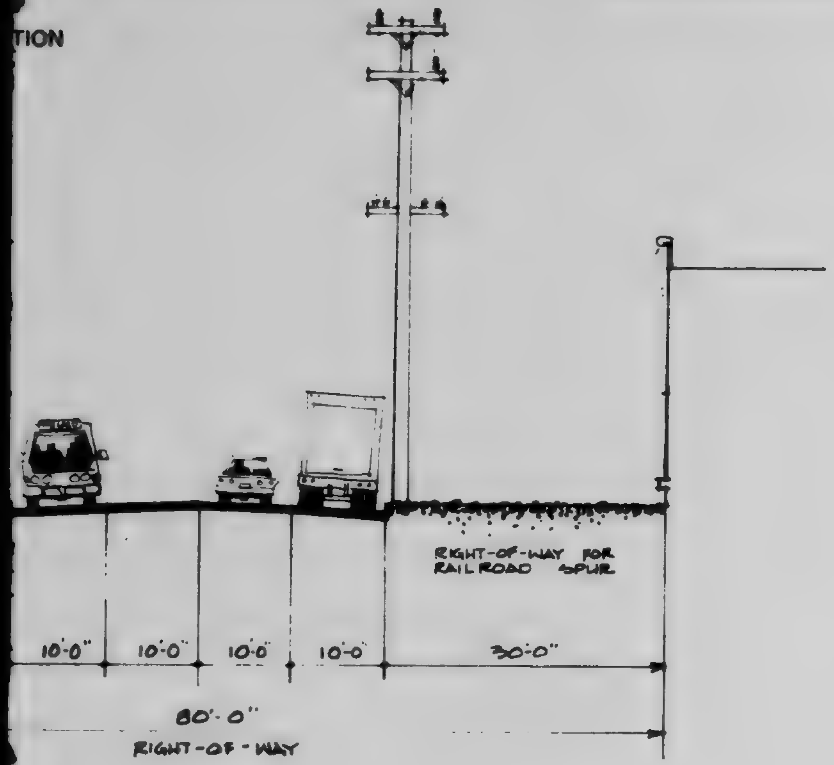
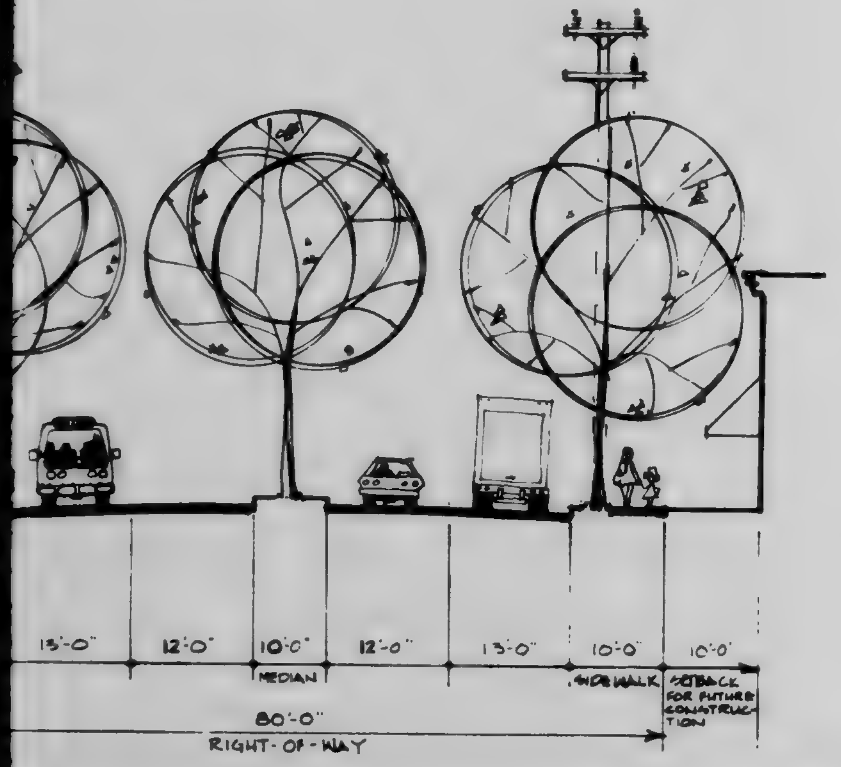
3'0"
10'0"
10'0"
13'0"
11'0"
12'0"
11'0"
13'0"
10'0"
SETBACK FOR FUTURE CONSTRUCTION
SIDEWALK
LEFT TURN LANE
SIDEWALK
80'0"
RIGHT-OF-WAY

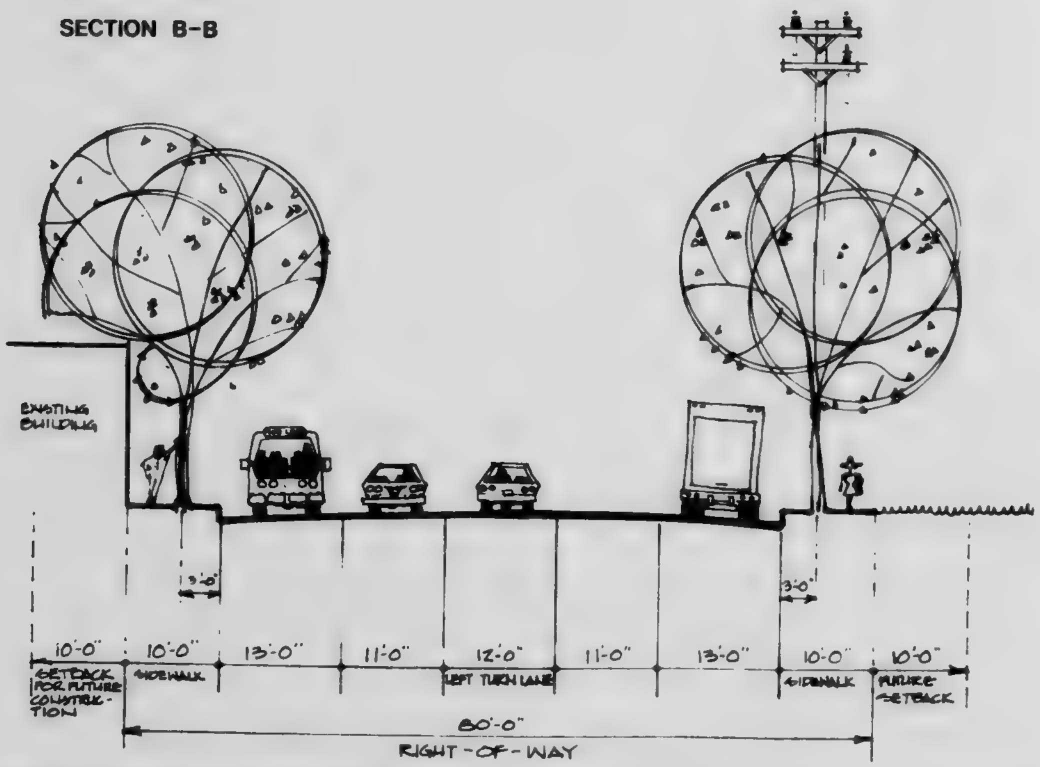
TION


RIGHT-OF-WAY FOR RAILROAD SPUR
10'-0"
10'-0"
10'-0"
10'-0"
30'-0"
80'-0"
RIGHT-OF-WAY

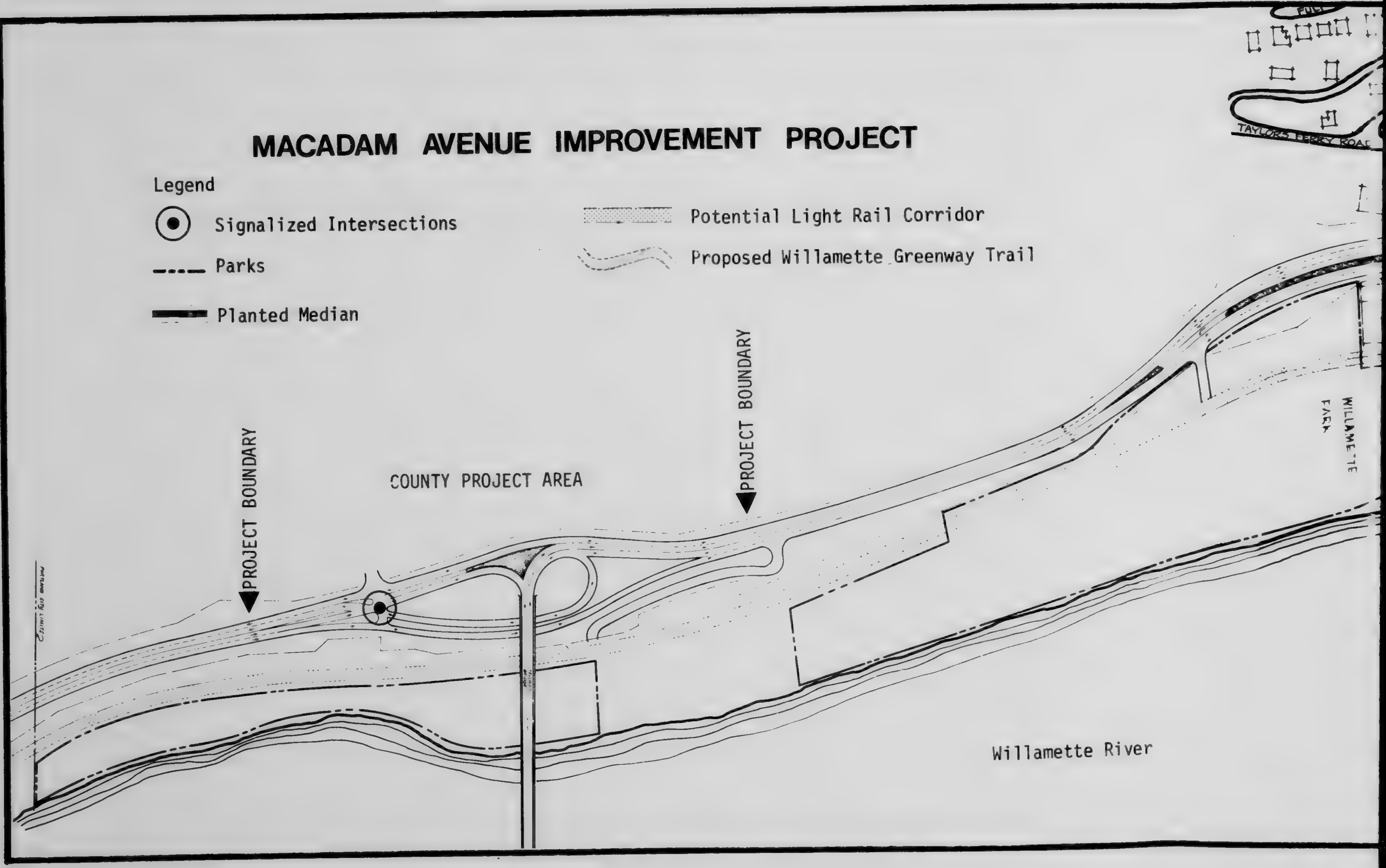
TYPICAL CROSS-SECTIONS LOOKING NORTH

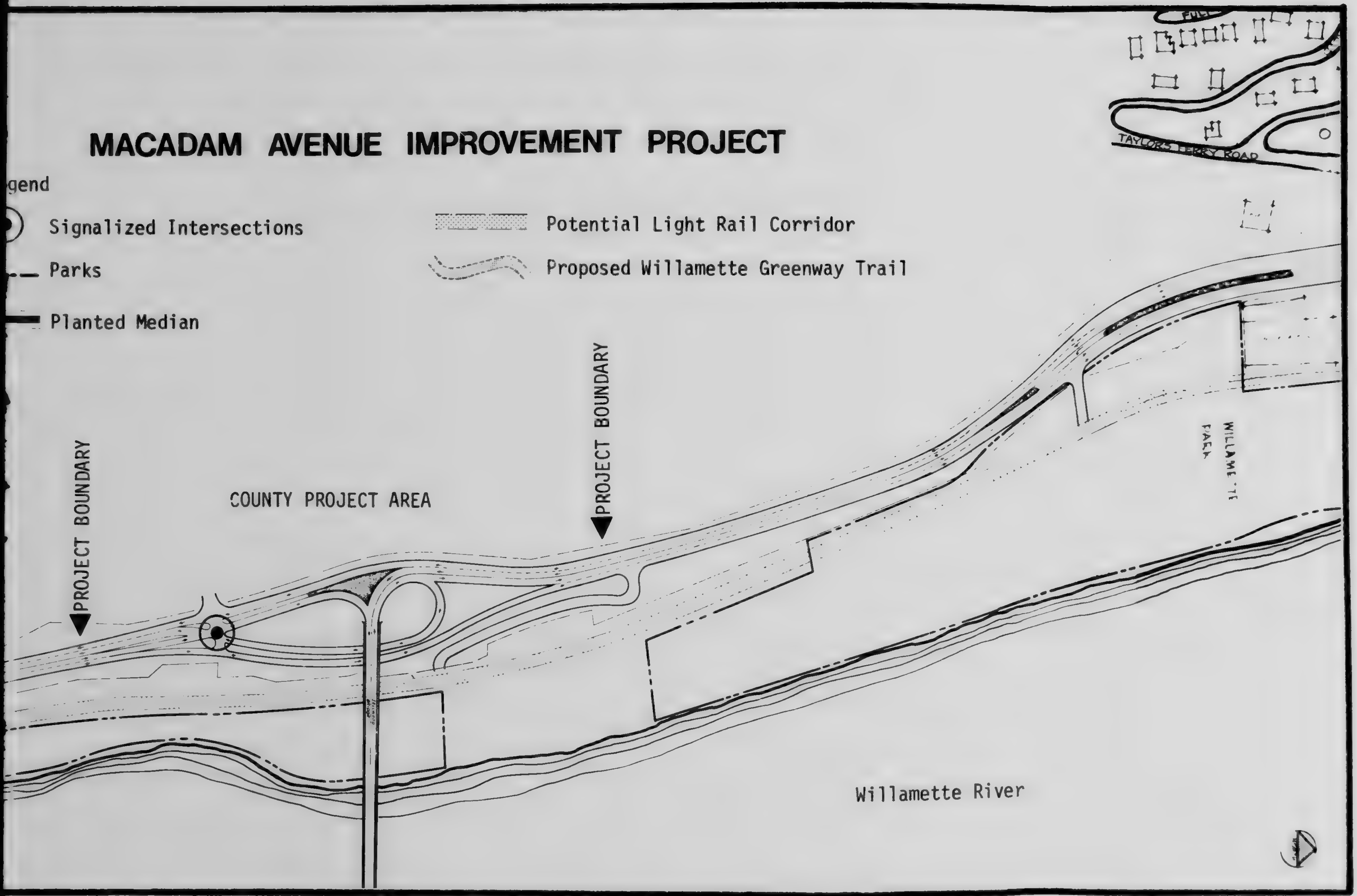

13'-0"
12'-0"
10'-0"
MEDIAN
12'-0"
13'-0"
10'-0"
SIDEWALK
10'-0"
SETBACK FOR FUTURE CONSTRUCTION
80'-0"
RIGHT-OF-WAY

SECTION B-B


EXISTING BUILDING
3'-0"
3'-0"
10'-0"
SETBACK FOR FUTURE CONSTRUCTION
10'-0"
SIDEWALK
13'-0"
11'-0"
12'-0"
LEFT TURN LANE
11'-0"
13'-0"
10'-0"
SIDEWALK
10'-0"
FUTURE SETBACK
80'-0"
RIGHT-OF-WAY

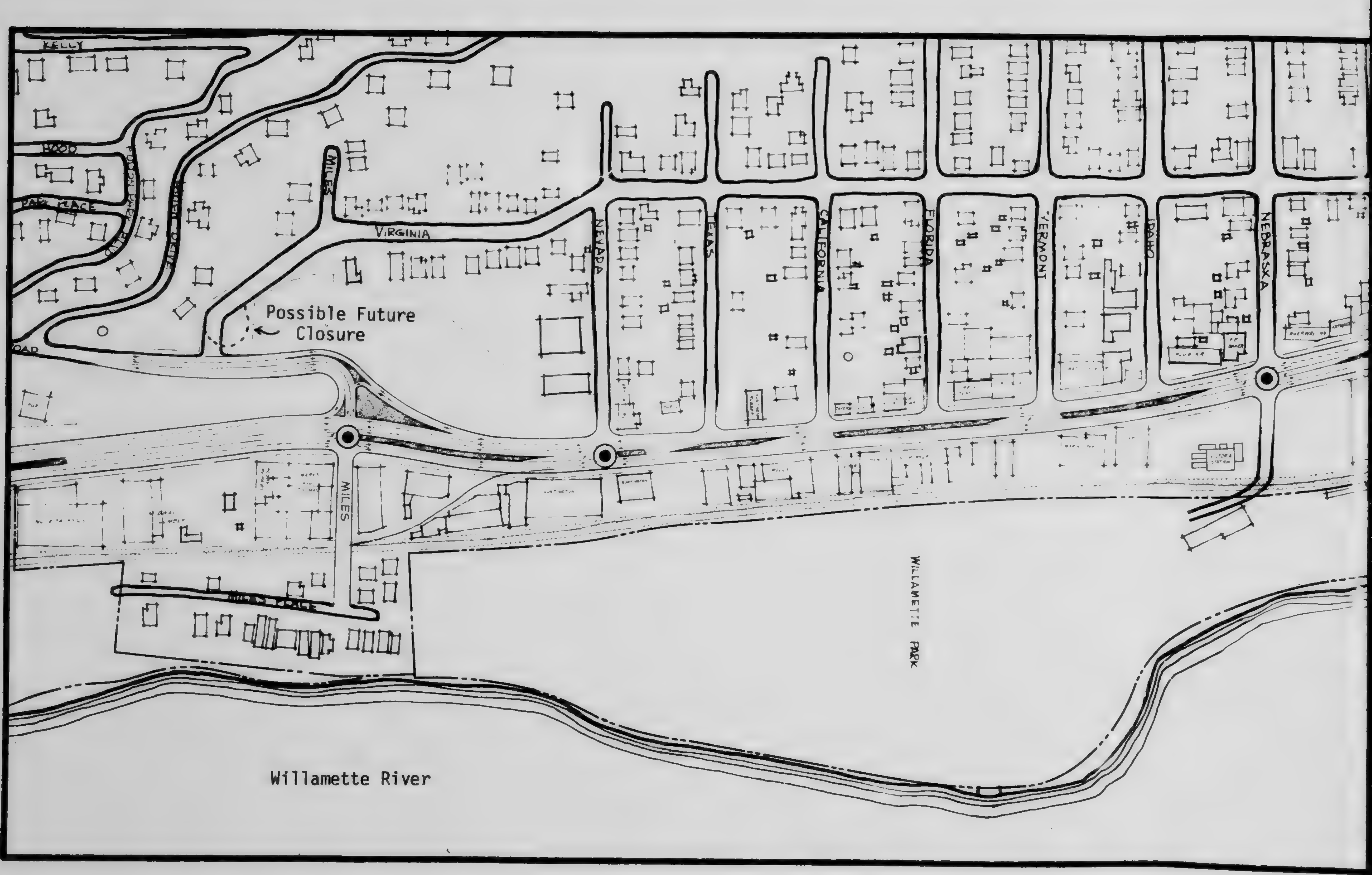
MACADAM AVENUE IMPROVEMENT PROJECT

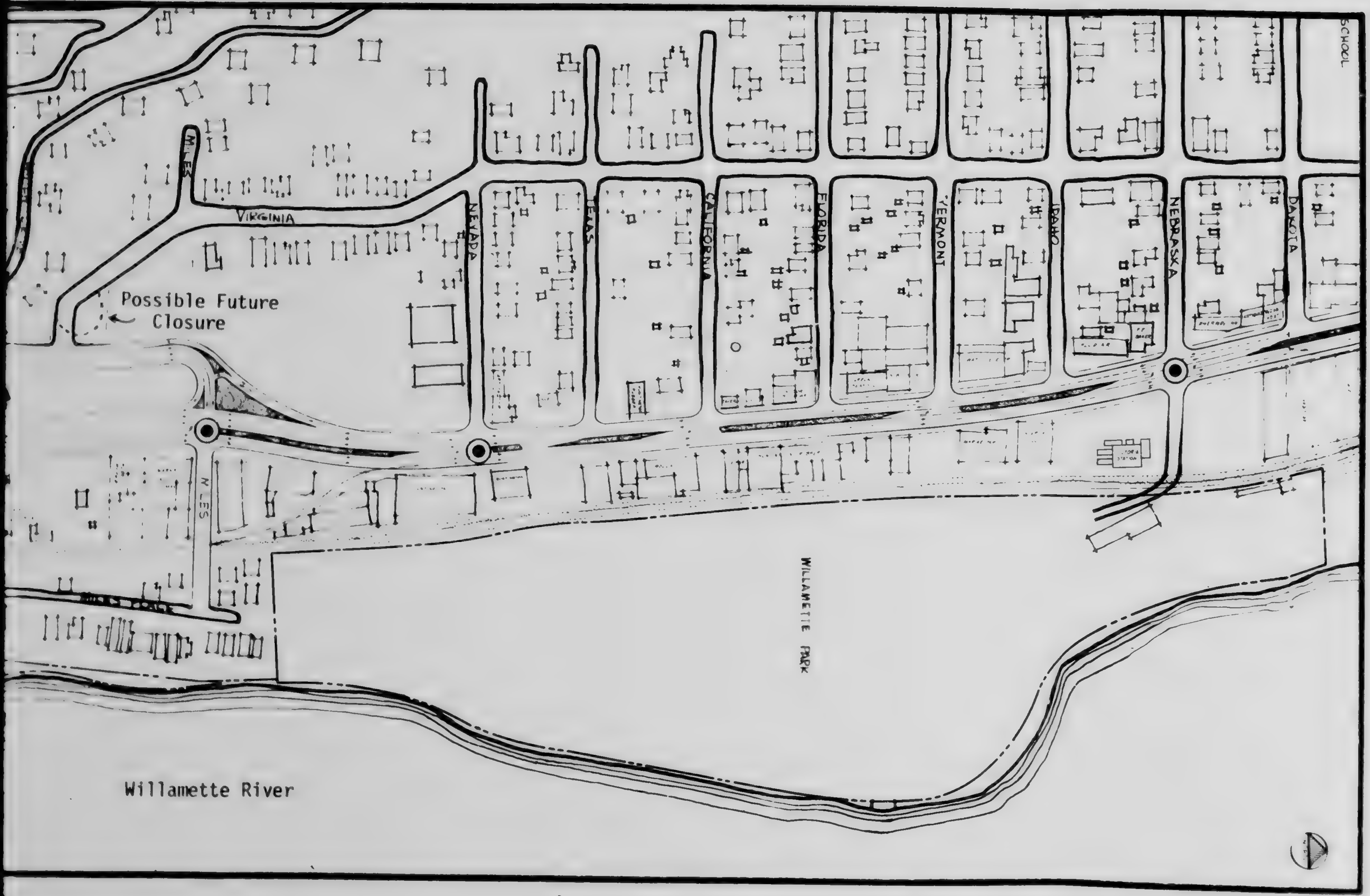

Legend
● Signalized Intersections
---- Parks
━━ Planted Median
▨ Potential Light Rail Corridor
≈ Proposed Willamette Greenway Trail
PROJECT BOUNDARY
COUNTY PROJECT AREA
PROJECT BOUNDARY
PORTLAND CITY LIMITS
TAYLORS FERRY ROA
WILLAMETTE PARK
Willamette River



MACADAM AVENUE IMPROVEMENT PROJECT

gend
Signalized Intersections
Parks
Planted Median
Potential Light Rail Corridor
Proposed Willamette Greenway Trail
TAYLORS FERRY ROAD
PROJECT BOUNDARY
COUNTY PROJECT AREA
PROJECT BOUNDARY
WILLAMETTE PARK
Willamette River


KELLY
HOOD
PARK PLACE
MILES
VIRGINIA
NEVADA
TEXAS
CALIFORNIA
FLORIDA
VERMONT
IDAHO
NEBRASKA
OAD
Possible Future Closure
MILES
WILLAMETTE PARK
Willamette River


SCHOOL
MILES
VIRGINIA
NEVADA
TEXAS
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IDAHO
NEBRASKA
DAKOTA
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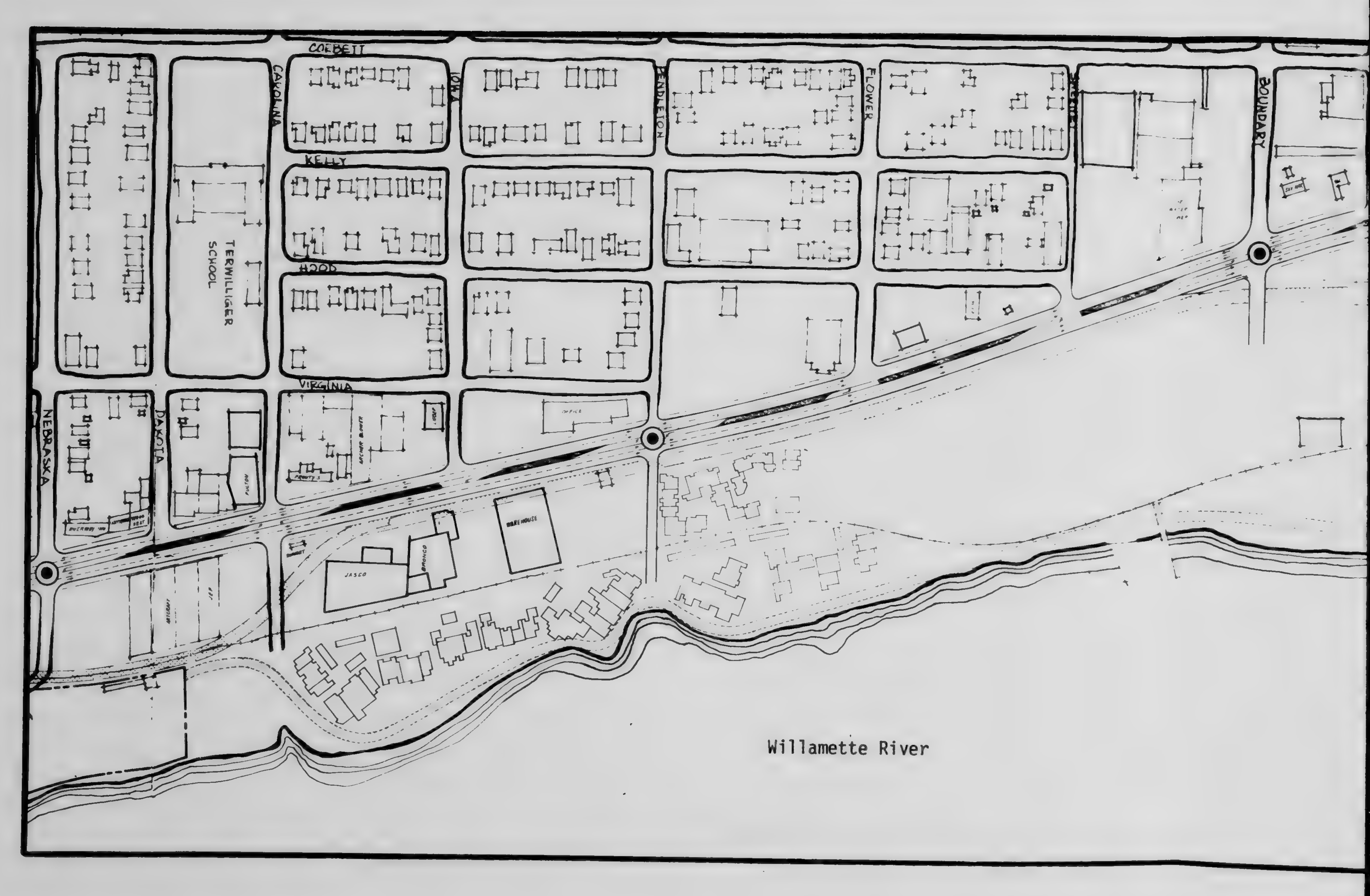
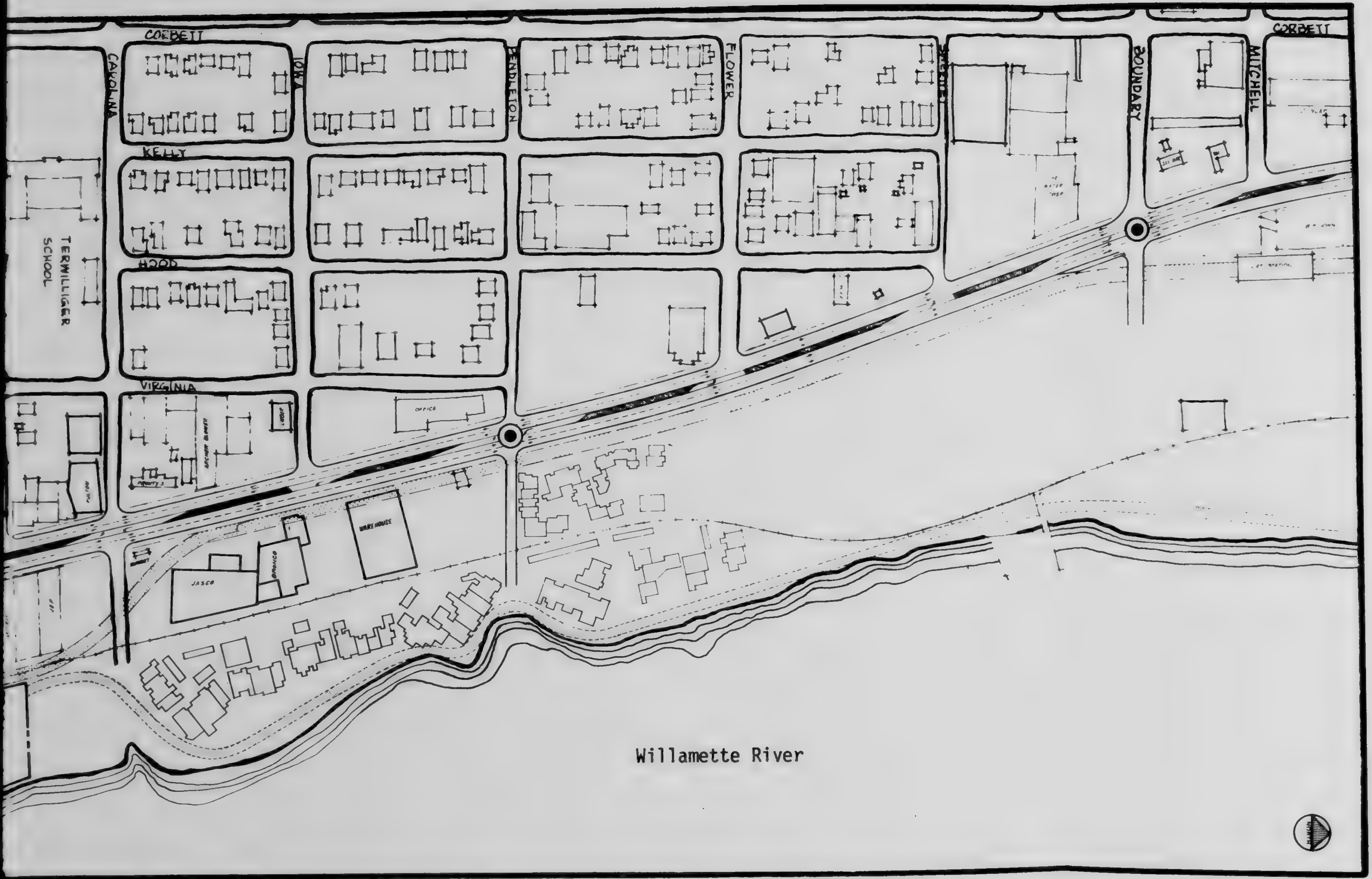
MILES
WILLAMETTE PARK
Willamette River


CORBETT
CAROLINA
IOWA
PENDLETON
FLOWER
BOUNDARY
KELLY
HOOD
VIRGINIA
NEBRASKA
DAKOTA
TERWILLIGER SCHOOL
OVERWAY INN
PROUTY'S
ARCHER BLOWER
FULTON
OFFICE
WAREHOUSE
JASCO
BRONCO
Willamette River


CORBETT
CAROLINA
IOWA
PENDLETON
FLOWER
BOUNDARY
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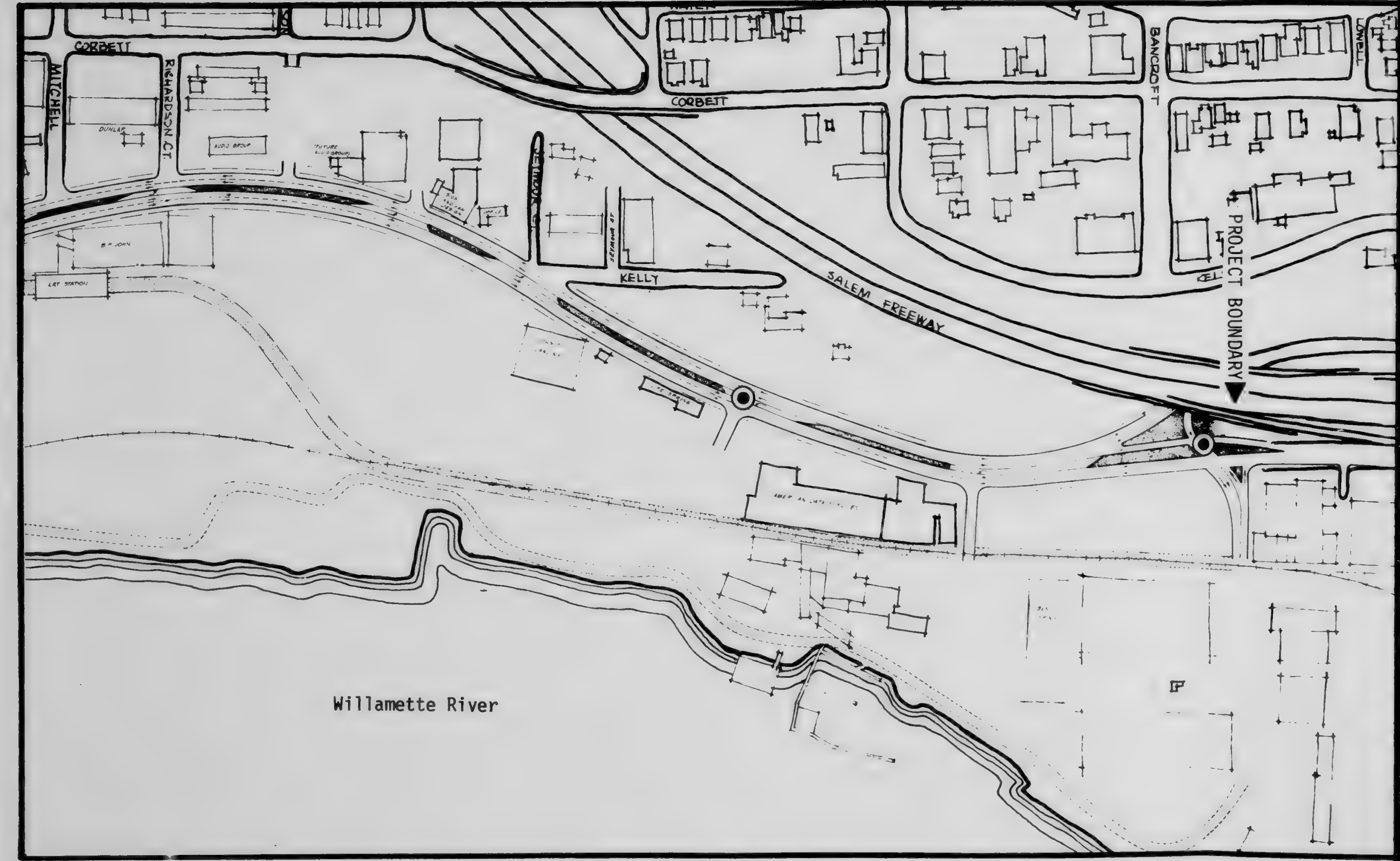
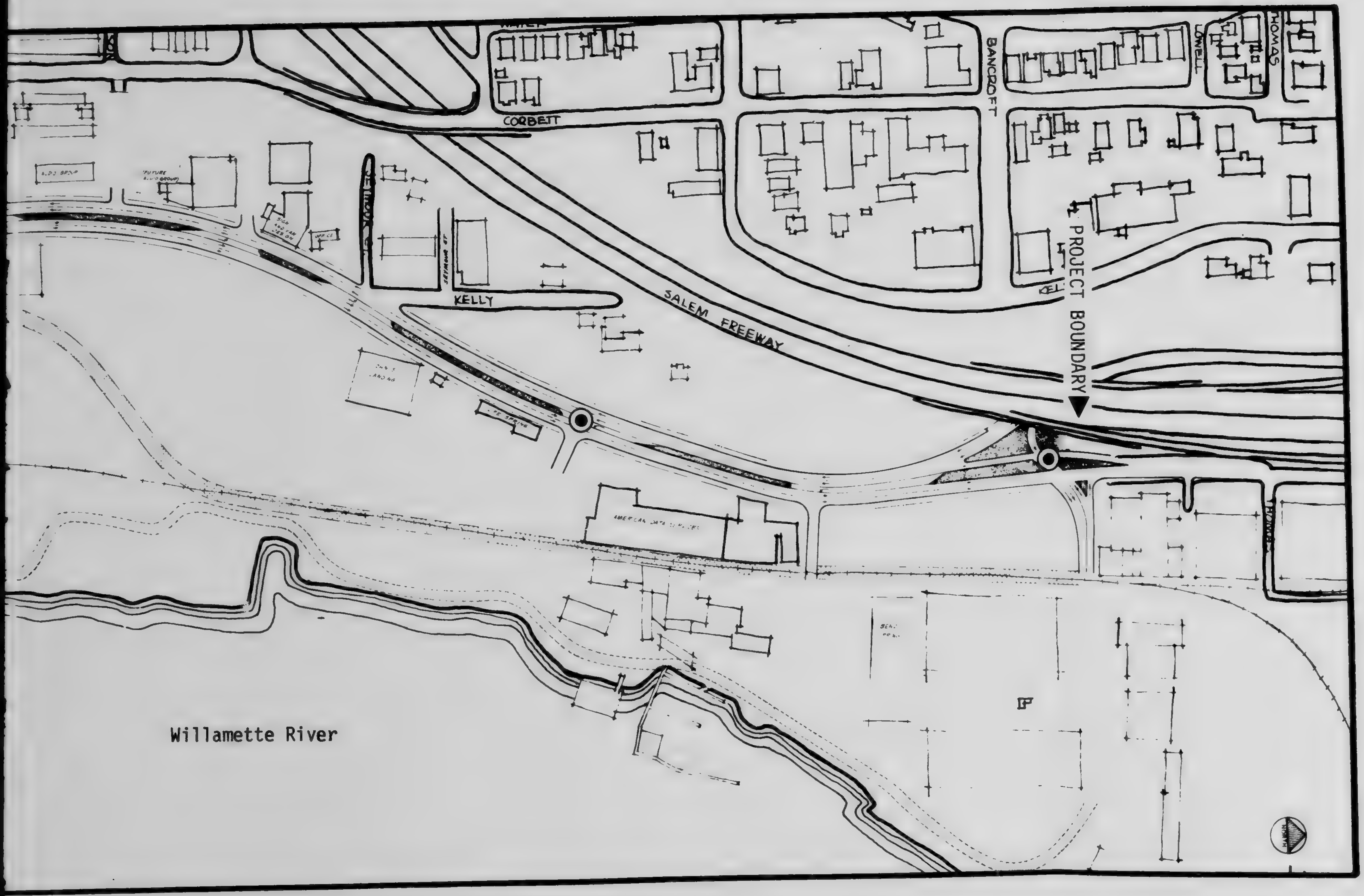
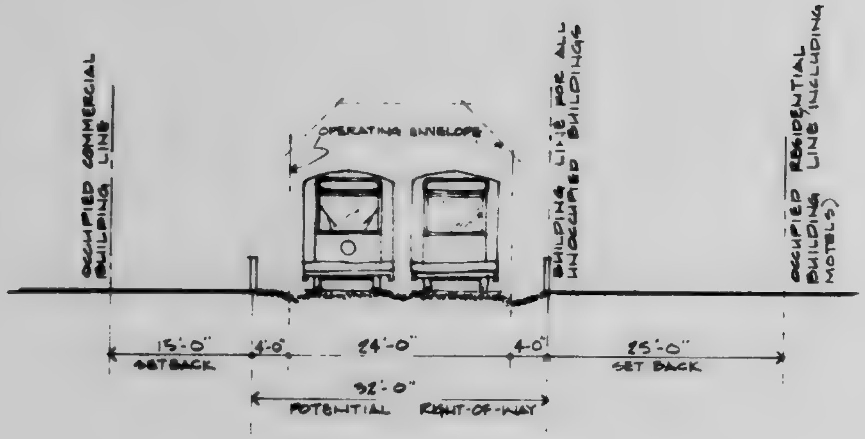
CORBETT
KELLY
HOOD
VIRGINIA
TERWILLIGER SCHOOL
OFFICE
WAREHOUSE
JASCO
Willamette River

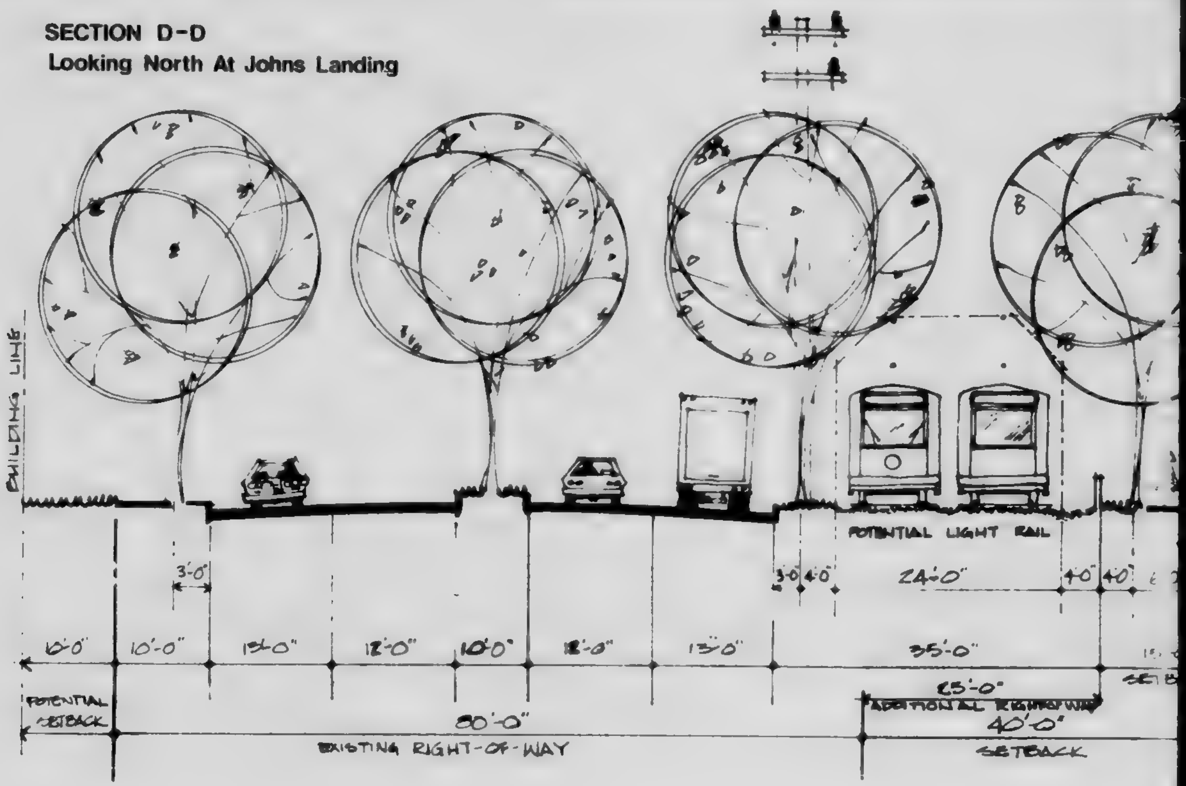

CORBETT
MITCHELL
RICHARDSON CT.
DUNLAP
AUDIO GROUP
FUTURE AUDIO GROUP
SIGN AND FAN DESIGN
SEYMOUR
SEYMOUR ST
B.P. JOHN
LRT STATION
KELLY
CORBETT
SALEM FREEWAY
BANCROFT
LOWELL
KEL
PROJECT BOUNDARY
FE SPRING
AMERICAN DATA
Willamette River


CORBETT
BANCROFT
LOWELL
THOMAS
KELLY
SALEM FREEWAY
PROJECT BOUNDARY
AMERICAN DATA SERVICES
Willamette River

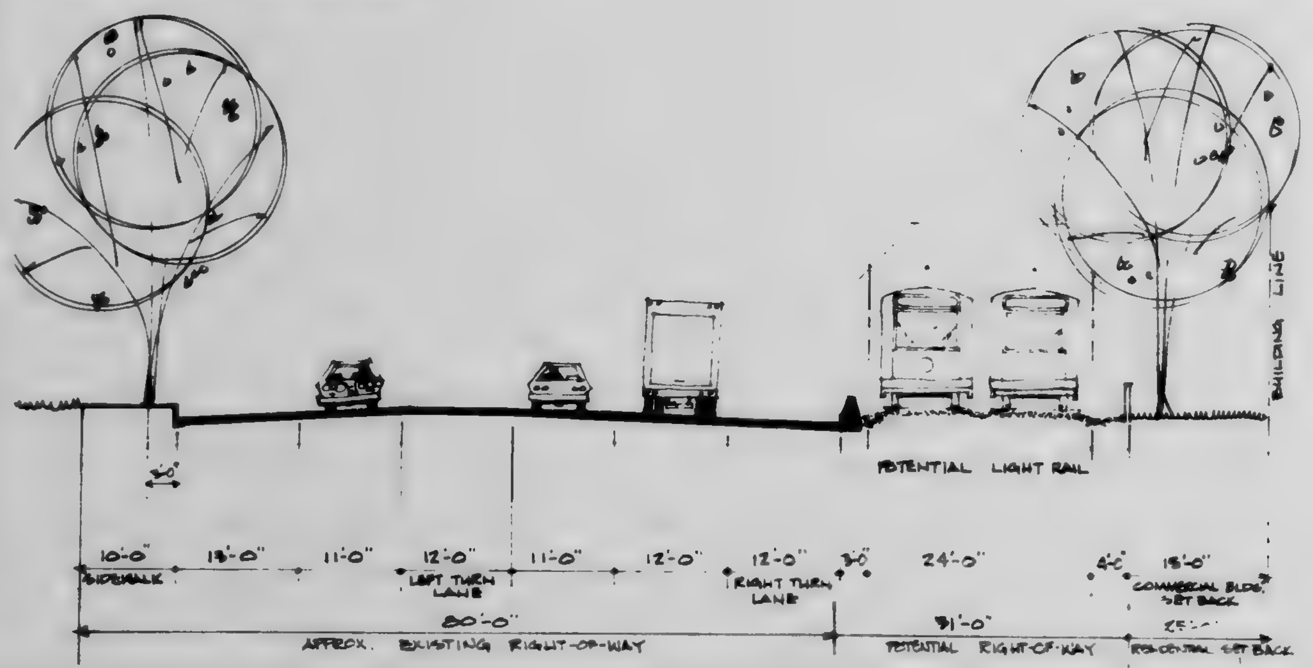
SECTION C-C
Potential Light Rail Corridor


OCCUPIED COMMERCIAL BUILDING LINE
OPERATING ENVELOPE
BUILDING LINE FOR ALL UNOCCUPIED BUILDINGS
OCCUPIED RESIDENTIAL BUILDING LINE (INCLUDING MOTELS)
15'-0"
SETBACK
4'-0"
24'-0"
4'-0"
25'-0"
SET BACK
32'-0"
POTENTIAL RIGHT-OF-WAY

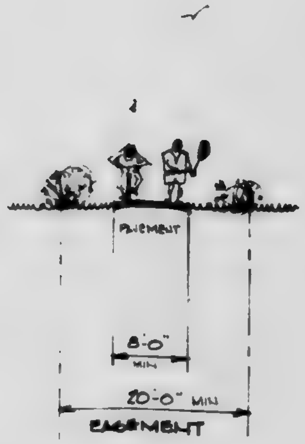
SECTION D-D
Looking North At Johns Landing

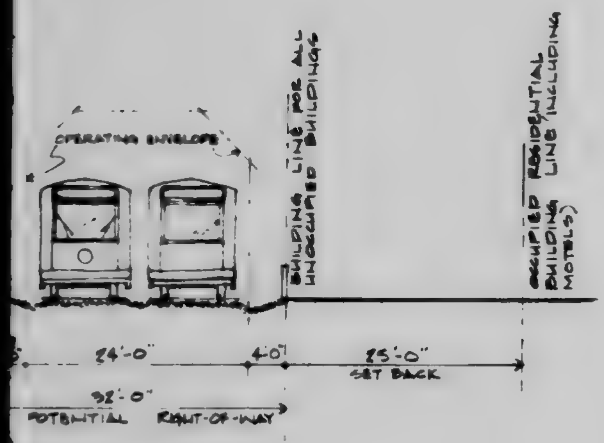

BUILDING LINE
POTENTIAL LIGHT RAIL
3'-0"
3-0
4-0
24'-0"
4-0
4-0
10'-0"
10'-0"
13'-0"
12'-0"
10'-0"
12'-0"
13'-0"
35'-0"
25'-0"
ADDITIONAL RIGHT-OF-WAY
POTENTIAL SETBACK
80'-0"
EXISTING RIGHT-OF-WAY
40'-0"
SETBACK

SECTION E-E
Looking North At Johns Landing


BUILDING LINE
POTENTIAL LIGHT RAIL
3'-0"
10'-0"
SIDEWALK
13'-0"
11'-0"
12'-0"
LEFT TURN LANE
11'-0"
12'-0"
12'-0"
RIGHT TURN LANE
3-0"
24'-0"
4'-0"
15'-0"
COMMERCIAL BLDG. SET BACK
80'-0"
APPROX. EXISTING RIGHT-OF-WAY
31'-0"
POTENTIAL RIGHT-OF-WAY
25'
RESIDENTIAL SET BACK

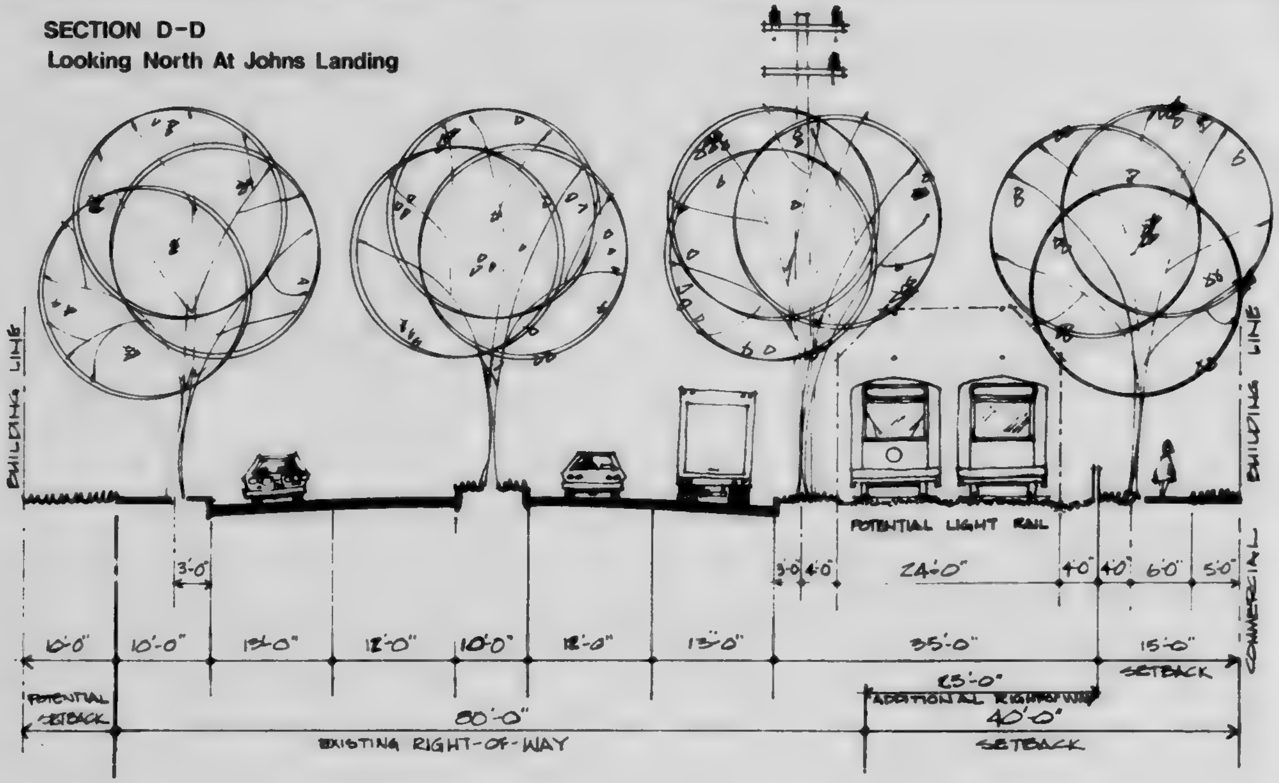
SECTION F-F
Willamette Greenway
Bike And Pedestrian Trail


PAVEMENT
8'-0"
MIN
20'-0" MIN
EASEMENT


OPERATING ENVELOPE
BUILDING LINE FOR ALL UNOCCUPIED BUILDINGS
OCCUPIED RESIDENTIAL BUILDING LINE (INCLUDING MOTELS)
24'-0"
4'-0"
25'-0"
SET BACK
32'-0"
POTENTIAL RIGHT-OF-WAY

SECTION D–D

Looking North At Johns Landing


BUILDING LINE
BUILDING LINE
POTENTIAL LIGHT RAIL
3'-0"
3'-0
4'-0
24'-0"
4'-0"
4'-0"
6'-0"
5'-0"
10'-0"
10'-0"
13'-0"
12'-0"
10'-0"
12'-0"
13'-0"
35'-0"
15'-0"
SETBACK
COMMERCIAL
25'-0"
ADDITIONAL RIGHT-OF-WAY
POTENTIAL SETBACK
80'-0"
EXISTING RIGHT-OF-WAY
40'-0"
SETBACK

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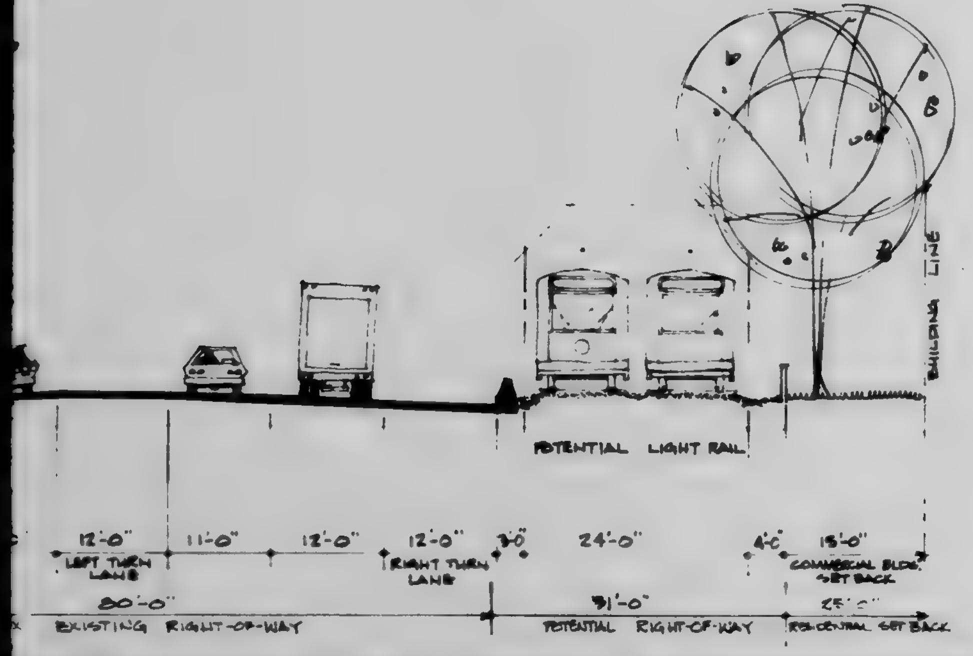
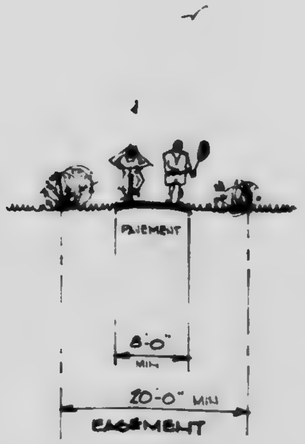

BUILDING LINE
POTENTIAL LIGHT RAIL
12'-0"
LEFT TURN LANE
11'-0"
12'-0"
12'-0"
RIGHT TURN LANE
3'-0"
24'-0"
4'-0"
15'-0"
COMMERCIAL BLDG. SET BACK
80'-0"
EXISTING RIGHT-OF-WAY
31'-0"
POTENTIAL RIGHT-OF-WAY
25'-0"
RESIDENTIAL SET BACK

SECTION F–F

Willamette Greenway

Bike And Pedestrian Trail


PAVEMENT
8'-0"
MIN
20'-0" MIN
EASEMENT

APPENDIX A

Summaries of Public Meetings Held on August 16, 1977, and January 30, 1978 and Summary of Testimony Given Before City Council February 23, 1978

SUMMARY OF A PUBLIC MEETING HELD ON AUGUST 16, 1977 AT TERWILLIGER SCHOOL.

A preliminary design for improvements to Macadam Avenue was presented to 21 people owning property along Macadam and living in the neighborhood area.

The proposal was generally well received. Most people indicated that construction should begin as soon as possible.

One problem area was identified. Huntington Rubber and Rodda Paint now use the 30' strip of right-of-way in front of their businesses for parking and loading. Rodda indicated that they received 5 - 10 car loads of freight by the rail spur. Last year Huntington indicated that they received about 40 trucks per day. New Vita Foods was also concerned about access to their property.

It was determined that City staff would meet with Huntington and Rodda in order to examine their problem, the proposed design and alternatives.

SUMMARY OF COMMENTS RECEIVED AT A PUBLIC MEETING HELD ON JANUARY 30, 1978, AND STAFF RECOMMENDATIONS FOR CHANGES TO THE PROPOSED PROJECT.

A public meeting to discuss the proposed Macadam Avenue i
ments was held on January 30, 1978, at Terwilliger Schoo
Approximately 65 - 70 people attended, after 11,000 flye
mailed to the Terwilliger neighborhood. The proposed pro
was explained and the staff received the following commen

1. Comment:

   There should be no vehicle access to or egress from Willamette Park at SW Nevada Street. The signal at this location should serve only:

   a. Through traffic on Macadam Avenue,
   b. Pedestrian crossings of Macadam Avenue and,
   c. Vehicles turning from Macadam Avenue north bound to Nevada Street west bound. (This movement is important for access to the Art Factory.)

   Staff Recommendation:

   Change the design in order to reflect only the moveme
   listed above. Work with the Parks Bureau to solve ci
   lation problems within the park.

2. Comment:

   Close the Corbett Street exit ramp from I-5.

   Staff Recommendation:

   No change in the proposal. The ramp is outside the project area and is not recommended for closure unde
   the plan adopted by the neighborhood.

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A public meeting to discuss the proposed Macadam Avenue improvements was held on January 30, 1978, at Terwilliger School. Approximately 65 - 70 people attended, after 11,000 flyers were mailed to the Terwilliger neighborhood. The proposed project was explained and the staff received the following comments:

1. Comment:

   There should be no vehicle access to or egress from Willamette Park at SW Nevada Street. The signal at this location should serve only:

   a. Through traffic on Macadam Avenue,
   b. Pedestrian crossings of Macadam Avenue and,
   c. Vehicles turning from Macadam Avenue north bound to Nevada Street west bound. (This movement is important for access to the Art Factory.)

   Staff Recommendation:

   Change the design in order to reflect only the movements listed above. Work with the Parks Bureau to solve circulation problems within the park.

2. Comment:

   Close the Corbett Street exit ramp from I-5.

   Staff Recommendation:

   No change in the proposal. The ramp is outside the project area and is not recommended for closure under the plan adopted by the neighborhood.

3. Comment:

Miles Place should not be used as an access to the south end of Willamette Park.

Staff Recommendation:

No change in the proposal. The proposed intersection at Miles Place, Taylors Ferry Road, and Macadam Avenue is not designated to handle traffic accessing Willamette Park. A left turn lane has been provided in the design at the current point of access to the southern end of the park. Such an improvement is supported by the Bureau of Parks.

4. Comment:

SW Virginia should not be closed at Taylors Ferry Road. A signal should be installed at that location for the following reasons: a) Virginia is needed as an alternative route in event of accidents or fire; b) a closure would interrupt the person's trip to the cemetery; c) additional traffic should not be shifted on to Macadam Avenue.

Staff Recommendation:

No change in the proposal. Insure, in the final design, that emergency vehicles will be able to mount the curb placed between Virginia Street and Taylors Ferry Road.

Improvements to Macadam Avenue will make the street easier and safer for neighborhood residents and other motorists to use. The closure of Virginia will answer the neighborhood's concern about through traffic using Virginia and Corbett Streets and thus degrading the quality of the residential neighborhood. The closure of Virginia at Taylors Ferry Road was included in the plan submitted by the Neighborhood Association, and is consistent with Policy 'B' of the Neighborhood Policy Plan as adopted by Council.

5. Comment:

The planted center median should not be included in
design. Instead, the left turn lane should be cont
for the length of the project.

Staff Recommendation:

No change in the proposal. A planted median with
refuges has been recommended by the Macadam Task F
will greatly aid pedestrian crossings, beautificati
traffic safety and control. Left turn and U-turn
bilities have been carefully worked out to serve t
objectives as well as neighborhood, businesses and
ment bordering Macadam.

Such a design is consistent with the classificati
Macadam Avenue under the Arterial Streets Policy,
its designation as a Boulevard.

6. Comment:

The project should propose six through lanes of tr
not four.

Staff Recommendation:

No change in the proposal. There is no technical
support the need for such a facility. To improve
Avenue to six lanes would require the displacemen
businesses and park land on one side of road and a
three times the funding currently available. Incr
service and the preservation of a potential light
of-way within the Macadam Corridor serves as an al
to further widenings of Macadam Avenue should reg
demand increase significantly in the future.

7. Comment:

The County's Sellwood Bridge Project is insuffici
Sellwood Bridge should be widened.

should not be used as an access to the south
amette Park.

mendation:

n the proposal. The proposed intersection at
, Taylors Ferry Road, and Macadam Avenue is not
to handle traffic accessing Willamette Park. A
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eets and thus degrading the quality of the resi-
ighborhood. The closure of Virginia at Taylors
was included in the plan submitted by the
od Association, and is consistent with Policy 'B'
ghborhood Policy Plan as adopted by Council.

5. Comment:

The planted center median should not be included in the design. Instead, the left turn lane should be continuous for the length of the project.

Staff Recommendation:

No change in the proposal. A planted median with left turn refuges has been recommended by the Macadam Task Force, and will greatly aid pedestrian crossings, beautification, and traffic safety and control. Left turn and U-turn capabilities have been carefully worked out to serve these objectives as well as neighborhood, businesses and development bordering Macadam.

Such a design is consistent with the classifications given Macadam Avenue under the Arterial Streets Policy, including its designation as a Boulevard.

6. Comment:

The project should propose six through lanes of traffic, not four.

Staff Recommendation:

No change in the proposal. There is no technical data to support the need for such a facility. To improve Macadam Avenue to six lanes would require the displacement of businesses and park land on one side of road and at least three times the funding currently available. Increased bus service and the preservation of a potential light rail right-of-way within the Macadam Corridor serves as an alternative to further widenings of Macadam Avenue should regional trip demand increase significantly in the future.

7. Comment:

The County's Sellwood Bridge Project is insufficient. The Sellwood Bridge should be widened.

Staff Recommendation:

No change in the proposed design.

The Sellwood Bridge is not now within the project area. However, widening of the Bridge would not be recommended for the following reasons:

a) Widening of the Bridge would lead to the inducement of more traffic on Tacoma Street, Riverside Drive, Taylors Ferry Road and Macadam Avenue.

b) The additional traffic would require improvements to those streets causing displacement, relocation, geological and neighborhood disruption problems.

c) The additional traffic would increase air pollution in the area, already a critical concern in the Macadam Corridor.

d) No funding source has been identified for the Bridge and roadway widening.

e) Such an action would run counter to current transportation policy which seeks to accommodate major increases in regional trip demand with increased public transportation service.

8. Comment/Question:

What assistance can be given to those industries who will have their parking and loading areas removed by the project?

Staff Response:

Businesses along the east side of the road, principally Rodda Paint, Huntington Rubber and Leflar Enterprises, currently use a portion of the public right-of-way for loading and customer and employee parking. Since the right-of-way is already publicly owned and no addition
taking is required, the adjacent businesses are not
legally eligible for compensation. The following alte
tives exist:

1) No build. Do not undertake the improvement or de
construction until both of the companies are force
to relocate because of other reasons. (Huntingto
because their site is too small and too fragmente
expansion, and Rodda because of a need to moderniz
their paint factory.) Such an action would contin
the hazardous and congested conditions on Macada
Avenue indefinitely and result in higher costs du
to inflation.

2) Narrow the proposed roadway and shift it within t
existing right-of-way, away from the affected bus
This alternative was examined but it was not sati
to either Rodda or Huntington.

3) Acquire land from Rodda in order to supply repla
parking adjacent to Rodda's retail outlet. This a
native would not help Huntington Rubber which use
right-of-way for loading, and would restrict Rod
explansion plans on site and would not guarantee
customer parking since the lot would have to be o
to the public.

4) Help the companies secure low-interest loans to
locate (Huntington and Leflar) or redevelop thei
(Rodda). Oppprtunities for such assistance exis
the Small Business Administration, the Economic
ment Administration and Industrial Revenue Bonds
addition, California Street can be vacated in ord
assist in helping Rodda Paint relocate its loadin

The City staff recommends the fourth alternative.

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ustomer and employee parking. Since the right-of-way is already publicly owned and no additional taking is required, the adjacent businesses are not legally eligible for compensation. The following alternatives exist:

1) No build. Do not undertake the improvement or delay construction until both of the companies are forced to relocate because of other reasons. (Huntington because their site is too small and too fragmented for expansion, and Rodda because of a need to modernize their paint factory.) Such an action would continue the hazardous and congested conditions on Macadam Avenue indefinitely and result in higher costs due to inflation.

2) Narrow the proposed roadway and shift it within the existing right-of-way, away from the affected businesses. This alternative was examined but it was not satisfactory to either Rodda or Huntington.

3) Acquire land from Rodda in order to supply replacement parking adjacent to Rodda's retail outlet. This alternative would not help Huntington Rubber which uses the right-of-way for loading, and would restrict Rodda's explansion plans on site and would not guarantee them customer parking since the lot would have to be open to the public.

4) Help the companies secure low-interest loans to relocate (Huntington and Leflar) or redevelop their site (Rodda). Oppprtunities for such assistance exist under the Small Business Administration, the Economic Development Administration and Industrial Revenue Bonds. In addition, California Street can be vacated in order to assist in helping Rodda Paint relocate its loading dock.

The City staff recommends the fourth alternative.

9. Comment:

A temporary signal should be placed at Macadam and Taylors Ferry Road until permanent improvements can be made.

Staff Recommendation:

This matter should be referred to the City Traffic Engineer for possible action if the project is approved by Council.

10. Comment/Question:

How does the project aid and improve pedestrian crossings of Macadam Avenue?

Staff Response:

Signalized pedestrian crossings would be included at Taylors Ferry Road, Nevada, Nebraska, Pendleton, Boundary and Seymour Streets. Traffic signals at these streets will break traffic flow and thus aid pedestrian crossings at other intersections. The planted median will provide a pedestrian safety island at Taylors Ferry Road, Nevada, Texas, California, Florida, Vermont, Idaho, Dakota, Iowa, Flower, Sweeney, Mitchell and Richardson Streets. Sidewalks would be included in the project except south of Miles Place where a part of the Greenway trail would be fundable under the project.

SUMMARY OF TESTIMONY GIVEN BEFORE CITY COUNCIL, FEBRUARY 2

1. Testimony:

The proposed project will adversely impact the Huntin
Rubber Company, Rodda Paint and Leflar Enterprises, b
preventing the companies from using the public right-
in front of their business for loading and parking.

Council Action:

Instruct the Office of Planning and Development to dr
an assistance plan in which the City would take an ac
role in relocating Huntington Rubber to a larger site
within the City, and offer other assistance to Leflar
and Rodda.

2. Testimony:

Virginia Avenue should not be closed at Taylors Ferr
because it would require elderly transit riders to w
further to the bus, and additional traffic would fol
bus on to SW Nevada Street.

Council Action:

Consider the closing of Virginia Avenue after the Mac
Avenue Project is completed and the amount of throug
using Virginia can be determined.

signal should be placed at Macadam and Taylors
ntil permanent improvements can be made.

endation:

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, Flower, Sweeney, Mitchell and Richardson
dewalks would be included in the project
of Miles Place where a part of the Green-
uld be fundable under the project.

SUMMARY OF TESTIMONY GIVEN BEFORE CITY COUNCIL, FEBRUARY 23, 1978

1. Testimony:

   The proposed project will adversely impact the Huntington Rubber Company, Rodda Paint and Leflar Enterprises, by preventing the companies from using the public right-of-way in front of their business for loading and parking.

   Council Action:

   Instruct the Office of Planning and Development to draw up an assistance plan in which the City would take an active role in relocating Huntington Rubber to a larger site within the City, and offer other assistance to Leflar and Rodda.

2. Testimony:

   Virginia Avenue should not be closed at Taylors Ferry Road because it would require elderly transit riders to walk further to the bus, and additional traffic would follow the bus on to SW Nevada Street.

   Council Action:

   Consider the closing of Virginia Avenue after the Macadam Avenue Project is completed and the amount of through traffic using Virginia can be determined.

APPENDIX B

Report of the Macadam Avenue Task Force on Transportation

February 26, 1974

The Honorable Neil Goldschmidt
Mayor of the City of Portland
1220 S.W. Fifth Street
Portland, Oregon 97204

Dear Mayor Goldschmidt:

The Macadam Corridor Task Force on Transportation was formed last September at your request to evaluate the transportation needs and related problems along Macadam Avenue and to make specific recommendations that could be used by the various agencies which will be making decisions about activity and development in the Corridor. Since that time, the Task Force has met nearly every week. The attached report is the result of the Task Force's efforts.

You will note that the report contains two primary sections: one stating transportation goals for the Corridor and one recommending specific solutions which would support these goals. These goals and recommendations were discussed at length and were unanimously agreed upon by the Task Force members.

The Task Force feels that is has satisfactorily discharged the responsibilities of its original assignment but feels that the following actions should be taken:

1. An individual or group should be assigne
take responsibility for ensuring action based
recommendations included in this report (e.g.,
establishment of a design zone in the Corrid

2. A continuing review process by this Tas
another group appointed for that purpose shou
established to evaluate the specific alterna
and design solutions that are recommended in

3. An effort should be made to ensure that
agencies, especially the Traffic Engineer, Tr
the Oregon State Highway Division, begin imp
the solutions recommended in this report.

The Task Force members appreciate the opportu
participate in this effort and hope that you
the same urgency in developing solutions tha

Sincerely,

Macadam Corridor Ta

February 26, 1974

l Goldschmidt
of Portland
treet
97204

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llowing actions should be taken:

1. An individual or group should be assigned to take responsibility for ensuring action based on the recommendations included in this report (e.g., the establishment of a design zone in the Corridor).

2. A continuing review process by this Task Force or another group appointed for that purpose should be established to evaluate the specific alternatives and design solutions that are recommended in the future.

3. An effort should be made to ensure that the various agencies, especially the Traffic Engineer, Tri-Met, and the Oregon State Highway Division, begin implementing the solutions recommended in this report.

The Task Force members appreciate the opportunity to participate in this effort and hope that you will feel the same urgency in developing solutions that it does.

Sincerely,

Macadam Corridor Task Force

TABLE OF CONTENTS

I. Introduction

II. Macadam Corridor Goals

1. Encourage attractive alternatives to the automobile to reduce the need for regional automobile trips through the Corridor.
2. Promote transportation solutions which address current and projected trip demands for local and through transportation which are in scale and compatible with contiguous land use.
3. Maintain or improve the existing environmental quality.
4. Maximize the short and long-term economic cost/benefit of improvements to the community, both in particular and system-wide.
5. Improve cooperation among responsible government agencies and ensure meaningful citizen participation.

III. Specific Recommendations

1. Maintain the current capacity on Macadam, making improvements as required for safety.
2. Make other necessary street improvements.
3. Provide required traffic control.
4. Increase the modal shift from auto to public transportation.

I. INTRODUCTION

The Macadam Corridor Task Force was formed at the request
Portland's Mayor, Neil Goldschmidt. Mayor Goldschmidt mad
request in response to inquires from various public and pr
organizations about guidance, improvements, or other actio
relating to transportation in the Corridor. He requested
the Task Force identify specific needs, goals, and recomme
tions that would be helpful in selecting the final transpo
tion solutions for the Corridor.

Initially, the Mayor named the following eleven individua
the Task Force:

Doug Butler - Office of Planning and Development
Alan Webber - Office of the Mayor
Dick Brainard - Downtown Waterfront Project
Sam Galbreath - Portland Development Commission
Alan Fox - Bureau of Planning
Don Bergstrom - Bureau of Traffic Engineering
Ed Wagner - Tri-Met
Bob Bothman - Oregon State Highway Division
John Moll - Corbett/Terwilliger/Lair Hill Plann
Joe Griggs - Johns Landing
Hal Saltzman - Oregon International Center

The Task Force met and voted to add the following two
individuals:

Jon Morris - Cascade Construction (Local Busines
Carl Rohde - Lake Oswego Planning Commission

Each member of the Task Force was selected to represent a
particular organization or interest. Each member tried t
voice the concerns of the group he represented and, to th
fullest degree possible, to represent that group.

TABLE OF CONTENTS

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I. INTRODUCTION

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Hal Saltzman - Oregon International Center

The Task Force met and voted to add the following two individuals:

Jon Morris - Cascade Construction (Local Business)
Carl Rohde - Lake Oswego Planning Commission

Each member of the Task Force was selected to represent a particular organization or interest. Each member tried to voice the concerns of the group he represented and, to the fullest degree possible, to represent that group.

The Task Force members universally expressed a sense of immediacy in dealing with the problems of the Macadam Corridor. The pressures of traffic safety, planned development, and neighborhood integrity are huge and they need to be dealt with NOW. In addition, the problems and recommendations addressed in this report should not be considered static. There will certainly be other specific problems and alternative solutions which will need to be reviewed by the Planning Commission and the City Council and it is the hope of the Task Force that the contents of this report are broad enough, and flexible enough, to at least suggest a general consensus on any issue that may arise.

Though this report represents the culmination of the Task Force's efforts in terms of its original assignment, the Task Force feels that additional work is needed. An individual or group should be responsible for further coordination of plans and discussions for the Macadam Corridor and for ensuring immediate decisions and actions in the Corridor. Further, the Task Force agreed to meet in the future, if needed, to review and give advice on other plans and actions.

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II. MACADAM CORRIDOR GOALS

1. ENCOURAGE ATTRACTIVE ALTERNATIVES TO THE AUTOMOBILE TO REDUCE THE NEED FOR REGIONAL AUTOMOBILE TRIPS THROUGH THE CORRIDOR.

   A. INCREASE THE MODAL SHIFT FROM AUTO TO PUBLIC TRANSPORTATION.

      1. Support Tri-Met Transit Improvement Plan.
      2. Improve transit reliability.
      3. Increase perceived value of transit.
      4. Improve mobility of young, old, physically handicapped and low-income travellers.
      5. Develop Tri-Met procedure for establishing new service or increasing existing service.
      6. Develop a Lake Oswego Park-and-Ride Station in conjunction with a well-designed park-and-ride system which includes a transit mall and which is as closely related to the existing mode of community activity as possible.
      7. Consider feasibility of use of water corridor for mass transit.
      8. Provide community access to alternative transportation modes.
      9. Scale speed of transportation and size of facilities to existing community, pedestrian and bicycle needs.

   B. MANAGE TRAFFIC TO REDUCE CONGESTION

      1. Reduce travel time.
      2. Provide for safe and efficient movement of goods and people.
      3. Provide additional capacity for movement.
      4. Encourage carpooling.

2. PROMOTE TRANSPORTATION SOLUTIONS WHICH ADDRESS CURRENT AN PROJECTED TRIP DEMANDS FOR LOCAL AND THROUGH TRANSPORTATI WHICH ARE IN SCALE AND COMPATIBLE WITH CONTIGUOUS LAND US

   A. EXPLORE ALTERNATIVE MODES AND ROUTES TO REDUCE COMMUT TRAFFIC.

      1. Provide compatibility with pedestrian and bicycle movement.
      2. Encourage carpooling.
      3. Macadam should have adequate traffic control and pedestrian crossings.
      4. Macadam should be well-planted to reinforce the boulevard aspect.
      5. Control off-street parking to protect public saf and ensure privacy of residential neighborhoods.
      6. Provide transit right-of-way and connections bey Lake Oswego, Terwilliger, Johns Landing, Oregon International Center, The Downtown Waterfront, multi-mode facility, Union Station, and the Old N.W. Natural Gas area.
      7. Enhance community relationship to parks and the River.

   B. REMOVE THROUGH-TRIP AUTO AND TRUCK TRAFFIC FROM NEI BORHOOD STREETS.

      1. Ensure adequate access and egress to commercial industrial properties.
      2. Neighborhood streets should be well managed to reduce through traffic.
      3. Trucks should be accommodated without detriment the neighborhood.
      4. Re-route traffic around Corbett/Terwilliger/Lai Hill community.

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2. PROMOTE TRANSPORTATION SOLUTIONS WHICH ADDRESS CURRENT AND PROJECTED TRIP DEMANDS FOR LOCAL AND THROUGH TRANSPORTATION WHICH ARE IN SCALE AND COMPATIBLE WITH CONTIGUOUS LAND USE.

   A. EXPLORE ALTERNATIVE MODES AND ROUTES TO REDUCE COMMUTER TRAFFIC.

      1. Provide compatibility with pedestrian and bicycle movement.
      2. Encourage carpooling.
      3. Macadam should have adequate traffic control and pedestrian crossings.
      4. Macadam should be well-planted to reinforce the boulevard aspect.
      5. Control off-street parking to protect public safety and ensure privacy of residential neighborhoods.
      6. Provide transit right-of-way and connections beyween Lake Oswego, Terwilliger, Johns Landing, Oregon International Center, The Downtown Waterfront, a multi-mode facility, Union Station, and the Old Town/ N.W. Natural Gas area.
      7. Enhance community relationship to parks and the River.

   B. REMOVE THROUGH-TRIP AUTO AND TRUCK TRAFFIC FROM NEIGHBORHOOD STREETS.

      1. Ensure adequate access and egress to commercial and industrial properties.
      2. Neighborhood streets should be well managed to reduce through traffic.
      3. Trucks should be accommodated without detriment to the neighborhood.
      4. Re-route traffic around Corbett/Terwilliger/Lair Hill community.

3. MAINTAIN OR IMPROVE THE EXISTING ENVIRONMENTAL QUALITY.

   A. Reduce vehicle-related air and noise pollution.

   B. Macadam should be well planted to reinforce the boulevard aspect.

   C. Control off-street parking to protect public safety and ensure privacy of residential neighborhoods.

   D. Neighborhood streets should be well managed to reduce through traffic.

   E. Trucks should be accommodated without detriment to the neighborhood.

   F. Re-route traffic around Corbett/Terwilliger/Lair Hill community.

4. MAXIMIZE THE SHORT AND LONG-TERM ECONOMIC COST/BENEFIT OF IMPROVEMENTS TO THE COMMUNITY, BOTH IN PARTICULAR AND SYSTEM-WIDE.

   A. Reduce travel time.

   B. Provide interim as well as long-range solutions.

   C. Deal with Macadam improvements on a staged basis.

   D. Provide high level of transit service at minimum cost to user.

   E. Ensure that costs of land and site development for the park-and-ride station are within reasonable limits.

   F. Implement a demonstration light rail project as part of a larger regional program using existing right-of-way, with electrification, adjacent to the Lake Oswego park-and-ride station.

   G. Ensure that rail costs can be justified.

5. IMPROVE COOPERATION AMONG RESPONSIBLE GOVERNMENT AGEN
   AND ENSURE MEANINGFUL CITIZEN PARTICIPATION.

   A. Increase economic viability of public transportat

   B. Ensure rapid action.

   C. Obtain commitment from local groups to support a
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5. IMPROVE COOPERATION AMONG RESPONSIBLE GOVERNMENT AGENCIES AND ENSURE MEANINGFUL CITIZEN PARTICIPATION.

   A. Increase economic viability of public transportation.

   B. Ensure rapid action.

   C. Obtain commitment from local groups to support an improvement.

III. SPECIFIC RECOMMENDATIONS

It is not within the purview of the Macadam Corridor Task Force to specify fine details of the various options and alternatives and their impacts in the Corridor. Given this constraint, the Task Force has identified the parameters which are desirable in pursuing a multi-modal transportation solution consistent with the goals and objectives identified by the Task Force.

AUTOMOBILE ACCOMMODATION

1. MAINTAIN THE CURRENT CAPACITY ON MACADAM, MAKING IMPROVEMENTS AS REQUIRED FOR SAFETY. THE FOLLOWING ELEMENTS SHOULD BE INCLUDED IN ANY SOLUTION CONSIDERED:

   A. Automobile accommodation should remain within the present right-of-way.

   B. Provide four - 12' lanes.

   C. Include a median of 16' or less with turn refuges and landscaping.

   D. Provide signalization for safety and for pedestrian crossings.

   E. Provide a "boulevard treatment."

   F. Allow landscaping in phases, especially where immediate compliance would require unreasonable expenditures.

   G. Implement a design zone with sign control in the Corridor to guide future development.

   H. Provide sidewalks adjacent to Macadam which may vary from six feet in width to an esplanade effect as constraints permit.

   I. Avoid unreasonable impacts on industry and the community.

   J. Use the pedestrian, median, and boulevard accommod
   as variables when right-of-way constraints exist.

   K. When possible, limit improvements (including rail
   the present right-of-way and in in case should the
   right-of-way be expanded by more than 20 feet.

2. MAKE OTHER NECESSARY STREET IMPROVEMENTS

   A. Improve Highway 43 (State Street), possibly with
   pass route from the south side of Oswego Creek to
   of the Oswego City limits and with further soluti
   proceed north to the Sellwood Bridge.

   B. Corbett should remain as a Collector, and no impro
   ments for through-traffic should be made on any residential streets.

3. PROVIDE REQUIRED TRAFFIC CONTROL

   A. Reinforce speed limit on Macadam.

   B. Provide necessary signalization and turn refuges

   C. Consider selective street vacations, etc., as a
   of discouraging the use of neighborhood streets
   through traffic.

   D. Limit access to and from Macadam.

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   D. Limit access to and from Macadam.

PUBLIC TRANSIT

4. INCREASE THE MODAL SHIFT FROM AUTO TO PUBLIC TRANSPORTATION

   A. Maintain a rail right-of-way through the Corridor.

   B. Demonstrate advantages of public transit over the automobile.

   C. Provide transit right-of-way and connections between the Lake Oswego park-and-ride station, Terwilliger, Johns Landing, Oregon International Center, the Downtown Waterfront, a multi-mode facility, Union Station, and the Old Town/N.W. Natural Gas area.

   D. Improve bus transit service in the Corridor. Consider feeder bus, mini-bus and dial-a-bus.

   E. Implement a demonstration light rail project immediately as part of a larger regional program, using existing right-of-way, with electrification, serving the park-and-ride station.

   F. Maximize use of developments as transit stations.

   G. Leave rail connections in the Corridor "as is" until the results of the Tri-Met rail right-of-way study are available and until there are feasible, acceptable alternatives.

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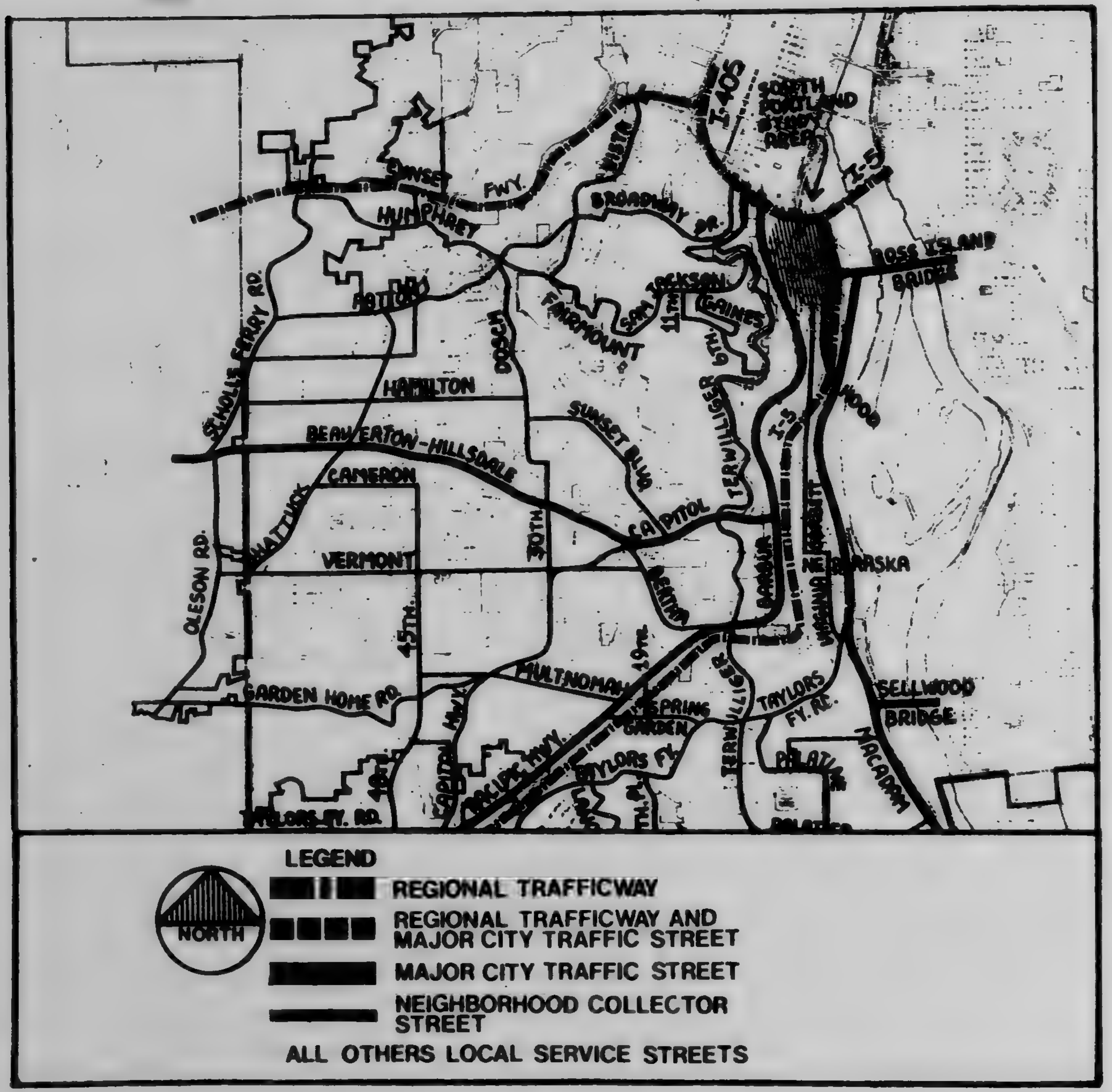
APPENDIX C

The Arterial Streets Classification Policy for the Macadam Corridor

TRAFFIC STREETS SOUTHWEST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PATTON
DOSCH
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HAMILTON
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SUNSET BLVD
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SHATTUCK
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MACADAM
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45TH.
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GARDEN HOME RD.
SPRING GARDEN
TAYLORS FY. RD.
SELLWOOD BRIDGE
PALATINE
TAYLORS FY.
PACIFIC HWY.
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ALL OTHERS LOCAL SERVICE STREETS

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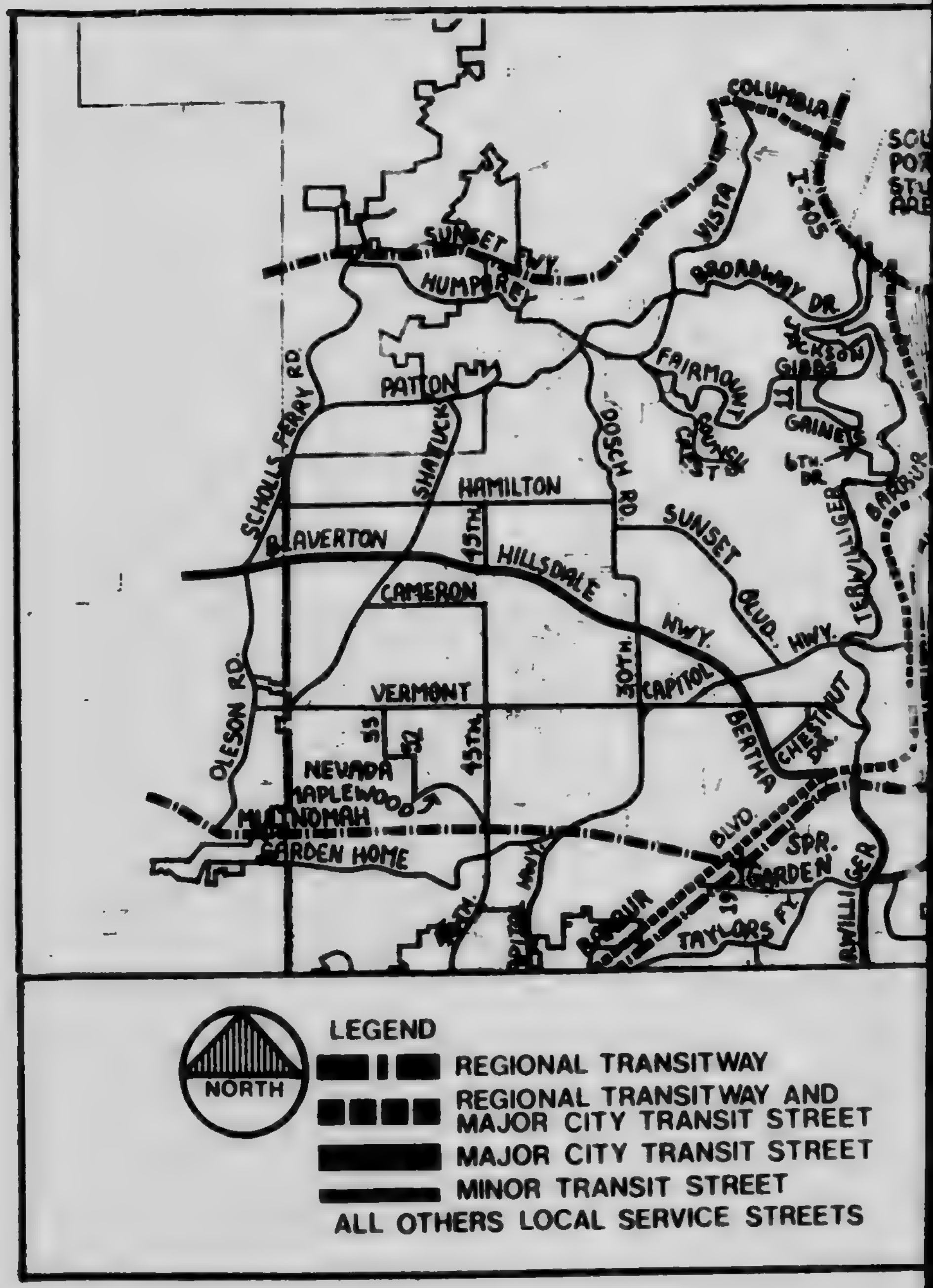
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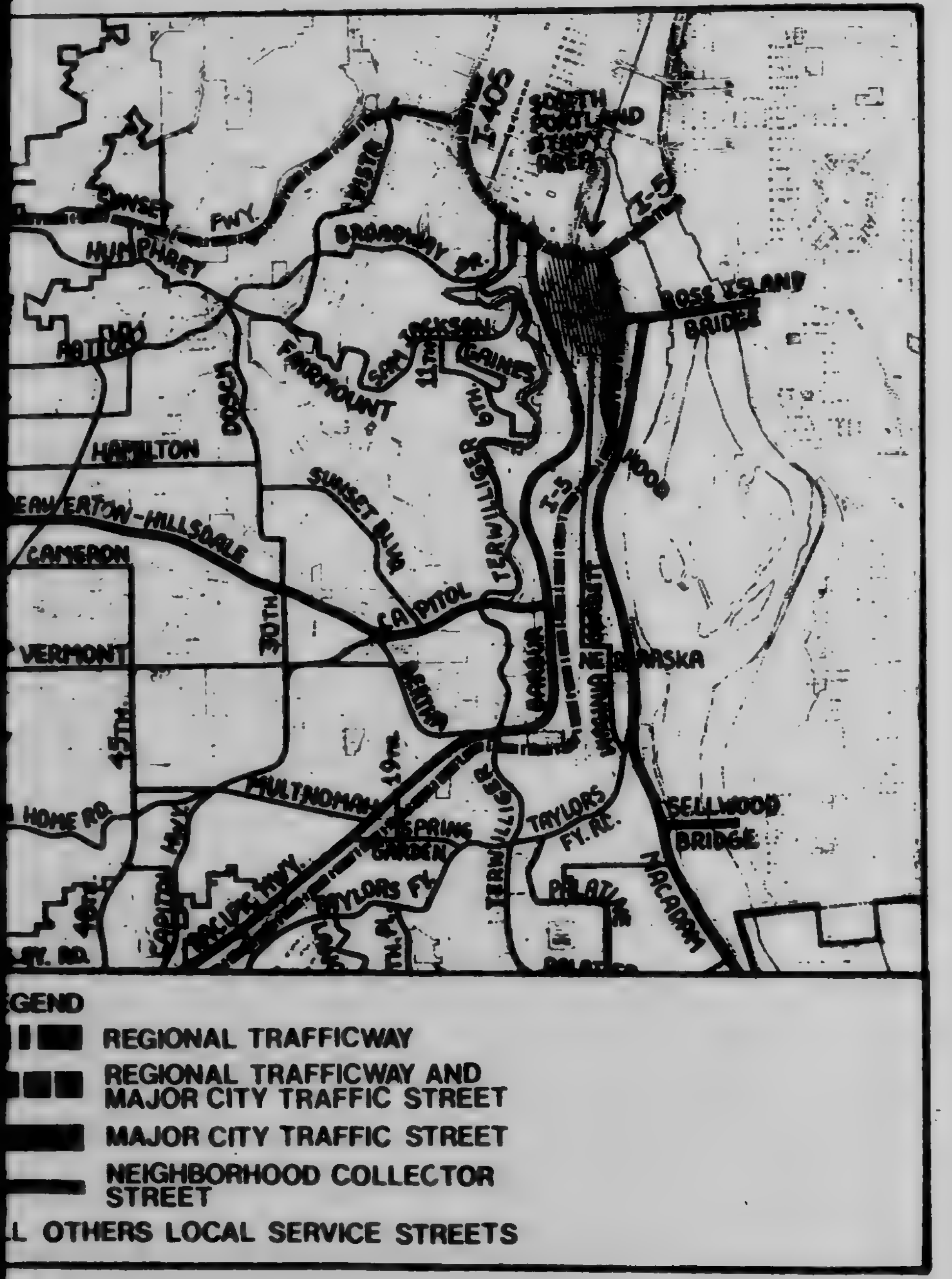
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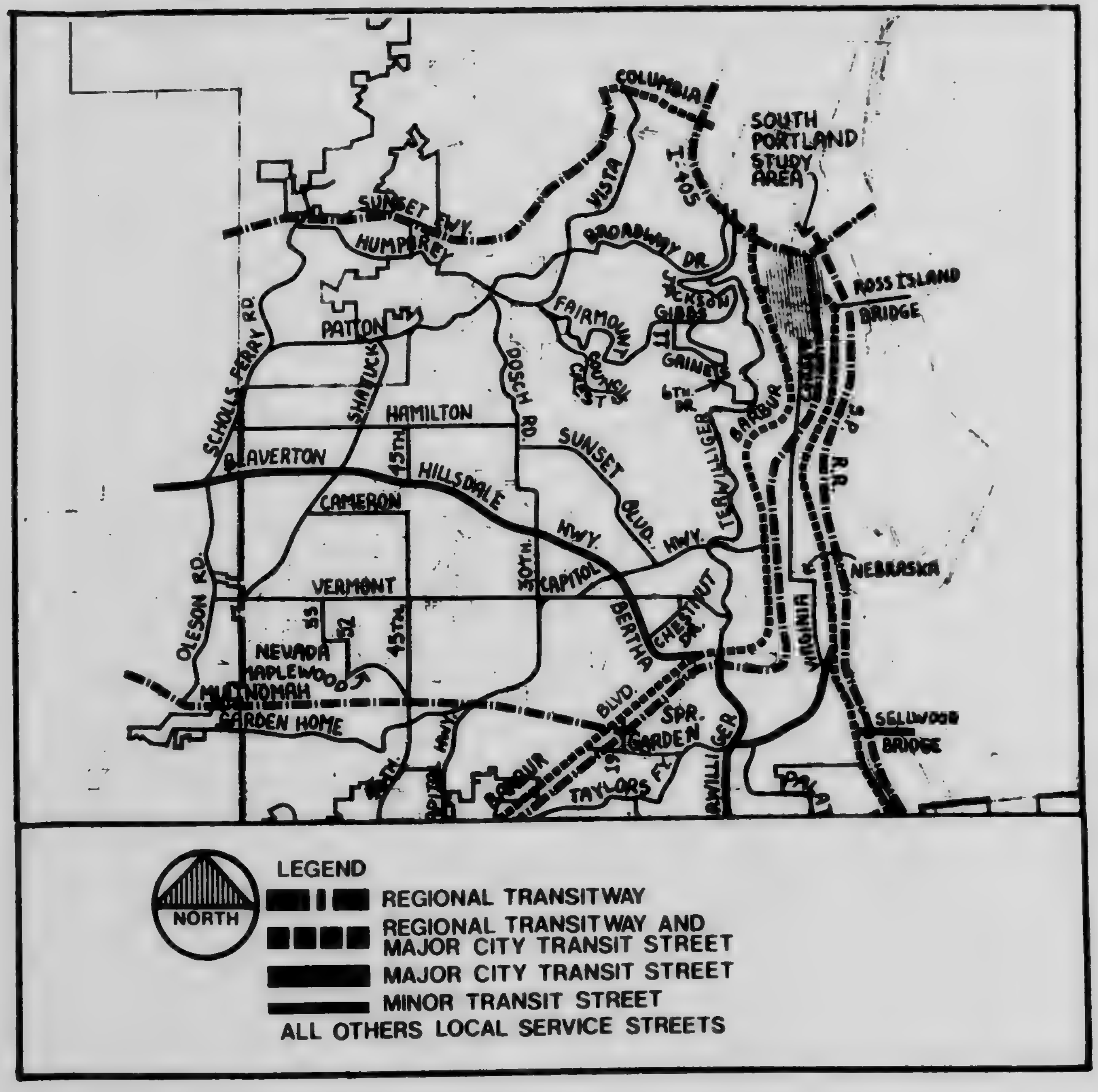
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ALL OTHERS LOCAL SERVICE STREETS

B. Major City Traffic Street

1. Functional Purpose

a. A Major City Traffic Street is intended to serve as the principle route for the movement of traffic which has one trip end within a Transportation District, or traffic which has both trip ends within a Transportation District. A Major City Traffic Street, having less traffic capacity than a Regional Trafficway, should be used for movement to and from the Regional Trafficways, and for movement to and from major activity centers within each Transportation District.

b. Design treatment and traffic operations on a Major City Traffic Street should give preference to traffic having at least one trip end within the Transportation District, rather than to through traffic. Through traffic with no trip ends within a Transportation District should be encouraged to use the Regional Trafficways and bypass Transportation Districts.

2. Intersections

a. Intersections between Major City Traffic Streets should be signalized in order to facilitate the safe movement of traffic along each street as well as to allow all turning movements between Major City Traffic Streets.

b. Intersections between a Major City Traffic Street and a Neighborhood Collector Street should provide all desired turning movements without requiring the use of a Local Service Street.

c. Intersections between a Major City Traffic Street and a Local Service Street should be treated in such a way as to yield right-of-way to, or deny access to, the Major City Traffic Street.

3. Related Land Use and Development

a. Auto-oriented land uses shall be encoura
locate adjacent to Major City Traffic St
allowed by the Zoning Code, and other ad
transportation and land use plans and po

b. Residential development adjacent to a Ma
Traffic Street should be carefully buffe
the right-of-way.

4. Design Treatment and Traffic Operations

A Major City Traffic Street is intended to p
centrated traffic access for those living o
within the transportation district. On-stre
be removed, and additional right-of-way pur
accomplish that function. The provision of
ing should be encouraged along a Major City
where, and to the extent, that it is in agre
use planning and other transportation polic
tion improvements on such a street should a
propriate land use activities abutting the s
any of the above actions are undertaken, st
to consider alternative actions and the rela
those actions on abutting land use activitie

Pedestrian/Bicycle crossings shall not be pr
along a Major City Traffic Street for distan
greater than four blocks (approximately 100
Crossings may be less frequent on streets he
as Through Truck Routes.

Special precautions shall be taken to ensur
secure pedestrian environment along Major C
where parking is removed in order to gain a
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3. Related Land Use and Development

   a. Auto-oriented land uses shall be encouraged to locate adjacent to Major City Traffic Streets, as allowed by the Zoning Code, and other adopted transportation and land use plans and policies.

   b. Residential development adjacent to a Major City Traffic Street should be carefully buffered from the right-of-way.

4. Design Treatment and Traffic Operations

A Major City Traffic Street is intended to provide concentrated traffic access for those living or doing business within the transportation district. On-street parking can be removed, and additional right-of-way purchased to further accomplish that function. The provision of off-street parking should be encouraged along a Major City Traffic Street where, and to the extent, that it is in agreement with land use planning and other transportation policies. Transportation improvements on such a street should also support appropriate land use activities abutting the street. Before any of the above actions are undertaken, study should be made to consider alternative actions and the relative impact of those actions on abutting land use activities.

Pedestrian/Bicycle crossings shall not be prohibited along a Major City Traffic Street for distances of greater than four blocks (approximately 1000 feet). Crossings may be less frequent on streets here designated as Through Truck Routes.

Special precautions shall be taken to ensure a safe and secure pedestrian environment along Major City Traffic Streets where parking is removed in order to gain additional traffic capacity.

A. Regional Transitway

1. Functional Purpose

a. A Regional Transitway is intended to provide for inter-regional and inter-district transit trip movement. A Regional Transitway is intended to serve public transit trips which bypass a given Transportation District or have only one trip end in the district.

b. A Regional Transitway is intended to provide for frequent, high-speed, high capacity, express and limited transit service.

2. Transfers and Stations

a. Stations on Regional Transitways should be located such a way as to provide direct service to regional and neighborhood commercial centers, and major trip generators along the Transitway.

b. Station and stop areas should provide a safe and convenient means of transfer to other transit services.

c. Station and stop areas should provide convenient access to the surrounding neighborhoods. Pedestrian and bicycle access should be assured, and where appropriate, park-and-ride and kiss-and-ride facilities should be provided as a secondary means of access.

d. On a Regional Transitway, minimum distance between stations and/or stops should be approximately one-half mile.

3. Related Land Use and Development

a. A Regional Transitway should not provide direct access to areas in which urban growth is to be discouraged, as determined by adopted plans and policies. In developed areas, a Regional Transitway should be buffered from adjacent neighborhoods.

b. Land use in areas surrounding tran
should be planned and designed in
force existing development, and pr
level of access to the station sit
consideration of transit, pedestri
ment associated with the station.
ing and employment density should
areas within 1/4 mile of transit s

B. Major City Transit Street

1. Functional Purpose

a. A Major City Transit Street is int
concentrated transit services to c
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A Major City Transit Street is int
transit service for those trips wh
end within a Transportation Distri
both ends within a Transportation

b. A Major City Transit Street is int
for frequent local transit service,
approximately every two blocks, an
transit service; stopping at trans
activity centers or approximately

c. A Major City Transit Street is not
for express transit operations, se
have no trip ends in the Transport

2. Transfers

a. Facilities at transfer points shou
allow safe and convenient transfer
routes.

b. Because transfer points provide tr
more destinations, pedestrian and
should provide access from transfe
development and neighborhood areas.

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Transitway is intended to provide for
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le.

e and Development

Transitway should not provide direct
reas in which urban growth is to be
, as determined by adopted plans and
In developed areas, a Regional Transit-
be buffered from adjacent neighborhoods.

b. Land use in areas surrounding transit stations should be planned and designed in order to reinforce existing development, and provide a high level of access to the station site, including consideration of transit, pedestrian and auto movement associated with the station. Increased housing and employment density should be encouraged in areas within 1/4 mile of transit stations.

B. Major City Transit Street

1. Functional Purpose

   a. A Major City Transit Street is intended to provide concentrated transit services to connect and reinforce major activity centers and residential areas. A Major City Transit Street is intended to provide transit service for those trips which have one trip end within a Transportation District, or which have both ends within a Transportation District.

   b. A Major City Transit Street is intended to provide for frequent local transit service, with stops approximately every two blocks, and frequent limited transit service; stopping at transfer points and activity centers or approximately every ten blocks.

   c. A Major City Transit Street is not intended to provide for express transit operations, serving trips which have no trip ends in the Transportation District.

2. Transfers

   a. Facilities at transfer points should be provided to allow safe and convenient transfer between transit routes.

   b. Because transfer points provide transit service to more destinations, pedestrian and bicycle pathways should provide access from transfer points to adjacent development and neighborhood areas.

3. Related Land Use and Development

a. Auto-oriented land use developments should be discouraged from locations along a Major City Transit Street, except in such cases where the street is also classified as a Major City Traffic Street.

b. Decisions regarding the density of residential, commercial and other developments along a Major City Transit Street should be encouraged to vary directly with the capacity of transit service available.

4. Design Treatment

A Major City Transit Street is intended to provide service for those living or doing business within the transportation district. Any transportation modifications on such a street should support the neighborhood activity centers and higher density residential areas through which it passes. Where local commercial uses occur on the street, pedestrian improvements and on-street parking should be encouraged. On-street parking can be removed, transit priority treatment provided (such as signal pre-emption or exclusive lanes), or additional right-of-way acquired, to accommodate improved transit services if the improvements do not discourage residential and commercial developments.

B. Bicycle Pathway

1. Functional Purpose

a. A Bicycle Pathway is intended to establish and encourage safe, convenient and pleasant routes for bicycling within neighborhoods and districts, longer distance commuting, recreational trips and for access to public transit.

b. Design treatment and traffic operation
Pathway should reduce conflicts betwee
other modes by attempting to encourage
and warn cross traffic on bicycle pathw
sified as local service streets. Sepa
facilities shall be considered on stre
sified as regional and major city traf
ways or neighborhood collector streets.

c. Parking shall not be removed to provid
cycle pathways where it is deemed essen
ing adjacent land uses.

2. Intersections

Intersections of a Bicycle Pathway with al
classified other than Local Service shall
flicts and provide safe bicycle crossings.

C. Pedestrian District, Crossing, Path, Way

1. Functional Purpose

b. A Pedestrian Crossing is intended to p
the safe and convenient movement of pe
across rights-of-way dominated by othe

c. A Pedestrian Path is intended to provi
convenient pedestrian access to activi
along streets which are dominated by ot

2. Related Land Use and Development

a. An environment conducive to walking sh
aged in all Pedestrian Districts and a
trian Crossings, Paths and Ways. This
include wider sidwalks, landscaping, st
rain protection and, where appropriate

b. Auto-oriented land uses shall be discou
Pedestrian Districts. In Pedestrian D
along Crossings, Paths and Ways, land u
allowed according to the Zoning Code an
plans and policies, but shall minimize
pedestrian movement.

and Development

land use developments should be dis-
locations along a Major City Transit
ot in such cases where the street is also
a Major City Traffic Street.

garding the density of residential,
d other developments along a Major City
t should be encouraged to vary directly
acity of transit service available.

nsit Street is intended to provide
living or doing business within
n district. Any transportation
such a street should support the
ivity centers and higher density
through which it passes. Where
uses occur on the street, pedestrian
on-street parking should be encour-
parking can be removed, transit
t provided (such as signal pre-emp-
lanes), or additional right-of-way
ommodate improved transit services
ts do not discourage residential
evelopments.

se

thway is intended to establish and en-
convenient and pleasant routes for
thin neighborhoods and districts, longer
uting, recreational trips and for access
nsit.

b. Design treatment and traffic operations on a Bicycle Pathway should reduce conflicts between bicycles and other modes by attempting to encourage through traffic and warn cross traffic on bicycle pathways also classified as local service streets. Separated bicycle facilities shall be considered on streets also classified as regional and major city traffic and transit ways or neighborhood collector streets.

c. Parking shall not be removed to provide separated bicycle pathways where it is deemed essential to serving adjacent land uses.

2. Intersections

Intersections of a Bicycle Pathway with all rights-of-way classified other than Local Service shall minimize conflicts and provide safe bicycle crossings.

C. Pedestrian District, Crossing, Path, Way

1. Functional Purpose

b. A Pedestrian Crossing is intended to provide for the safe and convenient movement of pedestrians across rights-of-way dominated by other modes.

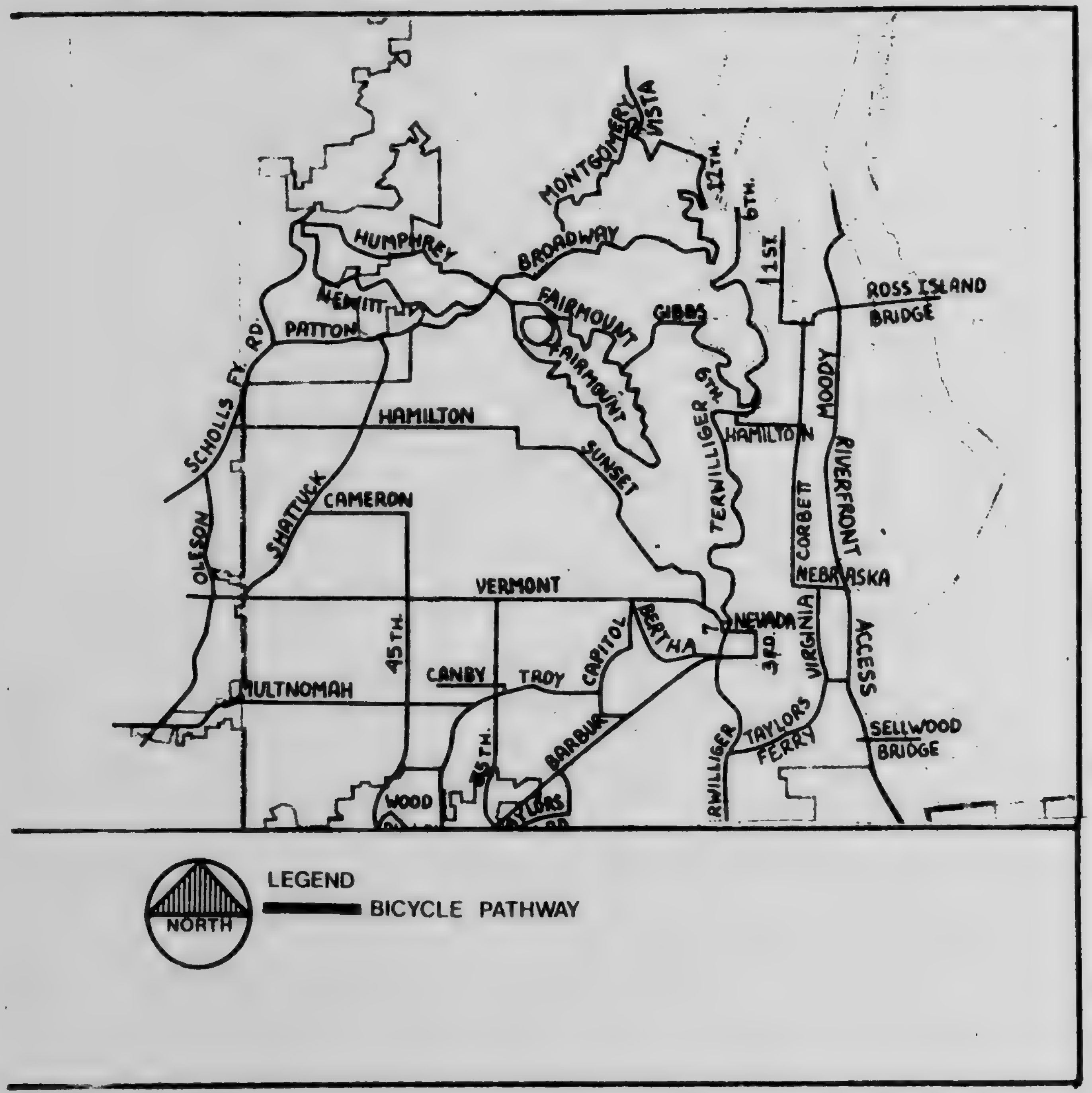
c. A Pedestrian Path is intended to provide safe and convenient pedestrian access to activities located along streets which are dominated by other modes.

2. Related Land Use and Development

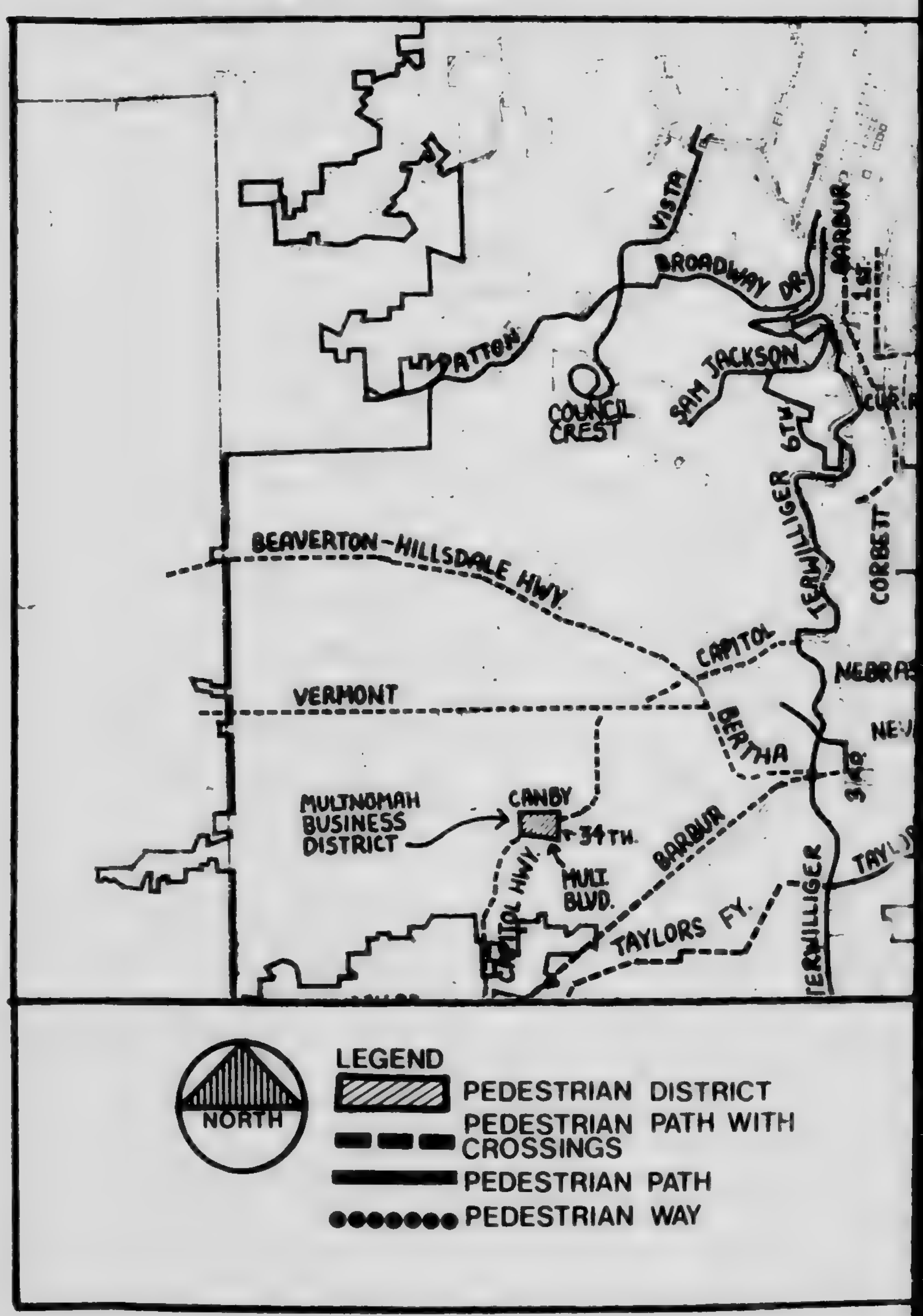
a. An environment conducive to walking shall be encouraged in all Pedestrian Districts and along all Pedestrian Crossings, Paths and Ways. This environment can include wider sidwalks, landscaping, street furniture, rain protection and, where appropriate, street closures.

b. Auto-oriented land uses shall be discouraged in Pedestrian Districts. In Pedestrian Districts, and along Crossings, Paths and Ways, land uses shall be allowed according to the Zoning Code and other adopted plans and policies, but shall minimize conflicts with pedestrian movement.

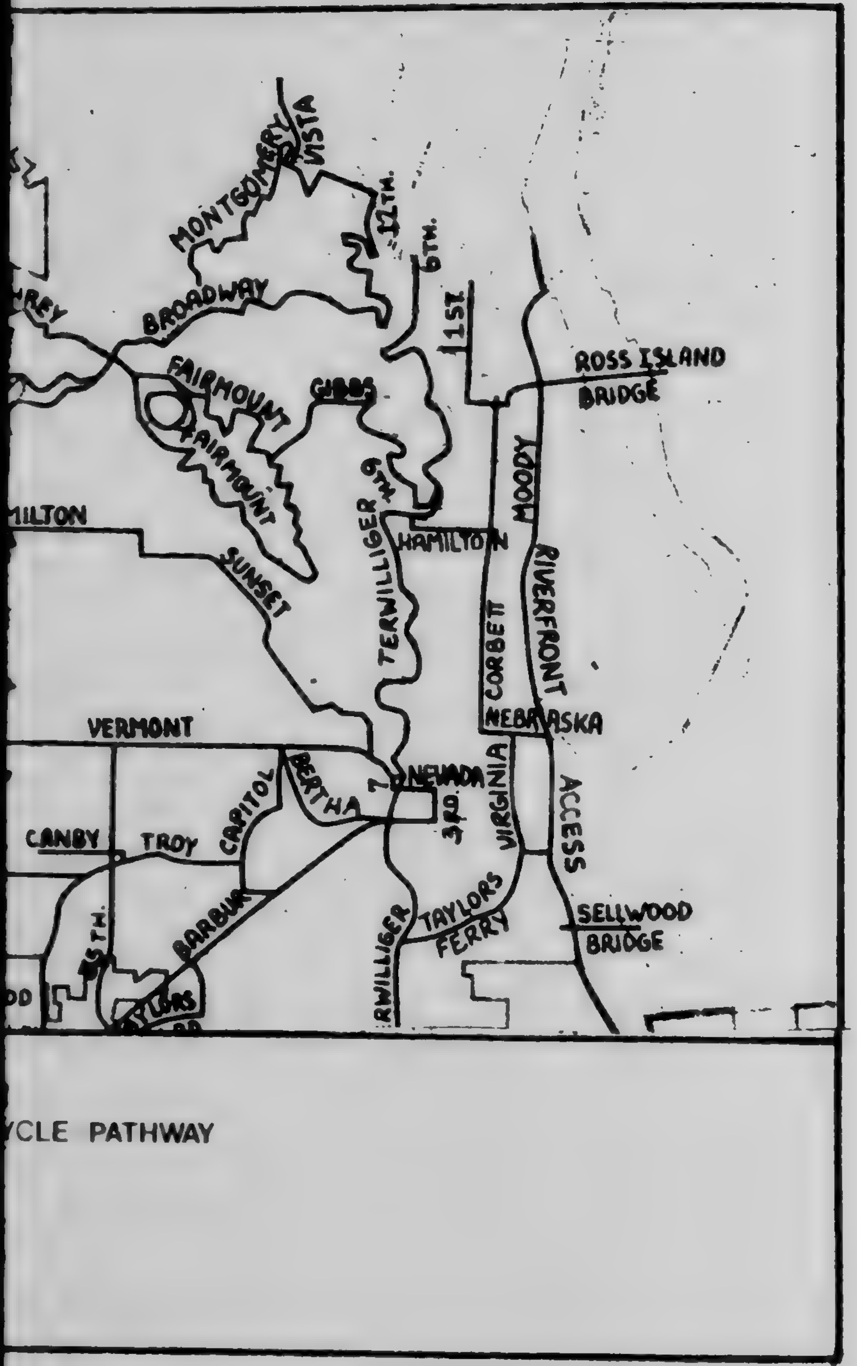
BICYCLE PATHWAYS SOUTHWEST


VISTA
MONTGOMERY
12TH.
6TH.
HUMPHREY
BROADWAY
1ST.
ROSS ISLAND BRIDGE
HEWITT
FAIRMOUNT
GIBBS
PATTON
FAIRMOUNT
SCHOLLS FY. RD.
HAMILTON
6TH.
TERWILLIGER
MOODY
HAMILTON
SUNSET
RIVERFRONT
CORBETT
SHATTUCK
CAMERON
OLESON
NEBRASKA
VERMONT
BERTHA
NEVADA
45TH.
CAPITOL
3RD
VIRGINIA
ACCESS
MULTNOMAH
CANBY
TROY
35TH.
BARBUR
TAYLORS FERRY
SELLWOOD BRIDGE
TERWILLIGER
WOOD
TAYLORS
LEGEND
BICYCLE PATHWAY
NORTH

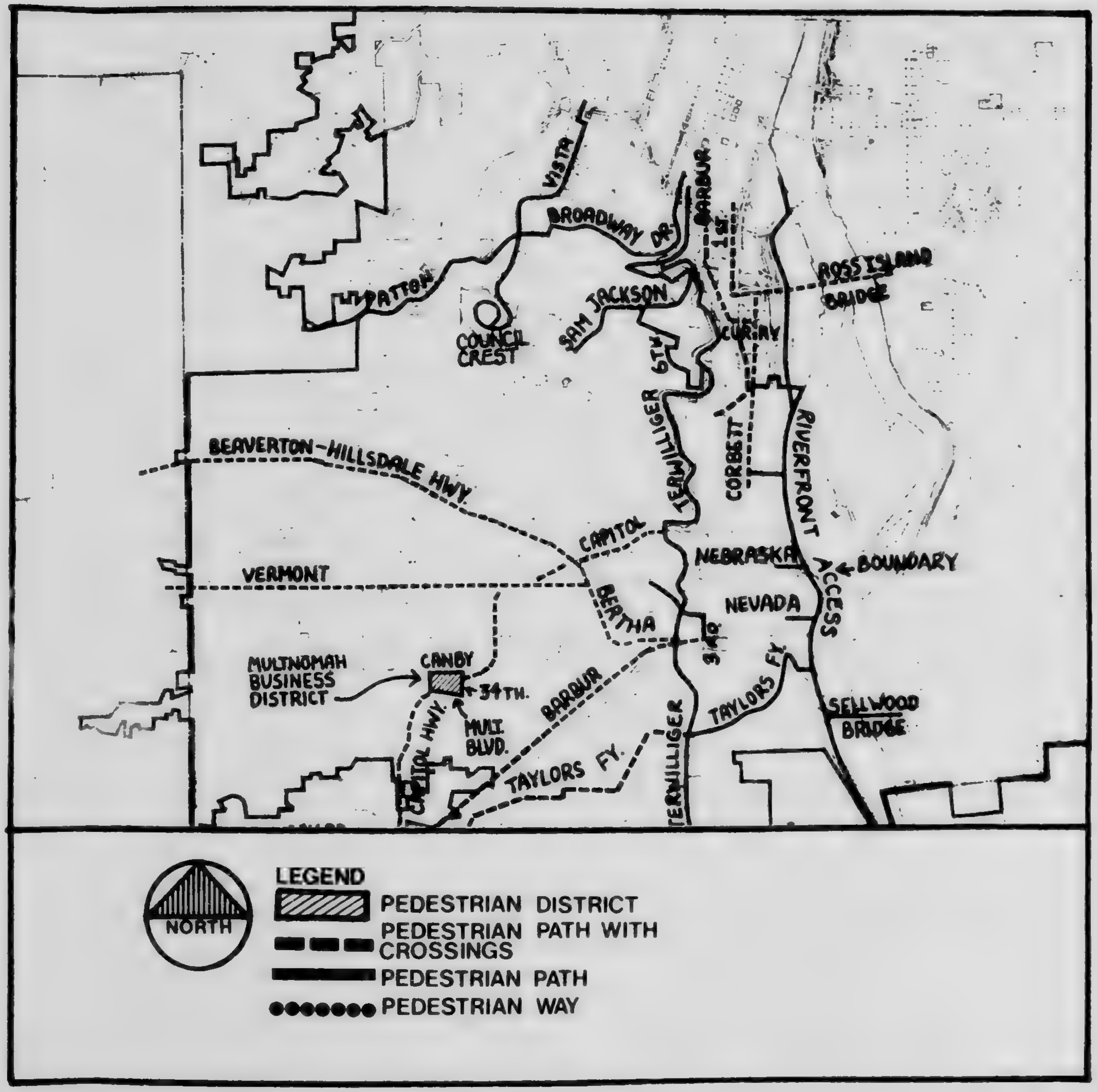
PEDESTRIAN SOUT


VISTA
BARBUR
1ST
BROADWAY DR.
PATTON
SAM JACKSON
COUNCIL CREST
6TH
TERWILLIGER
CORBETT
BEAVERTON-HILLSDALE HWY.
CAPITOL
NEBRAS
VERMONT
BERTHA
NEVA
3RD
MULTNOMAH BUSINESS DISTRICT
CANBY
34TH.
BARBUR
CAPITOL HWY.
MULT. BLVD.
TAYLORS FY.
TERWILLIGER
TAYLO
LEGEND
▨ PEDESTRIAN DISTRICT
PEDESTRIAN PATH WITH CROSSINGS
PEDESTRIAN PATH
PEDESTRIAN WAY
NORTH

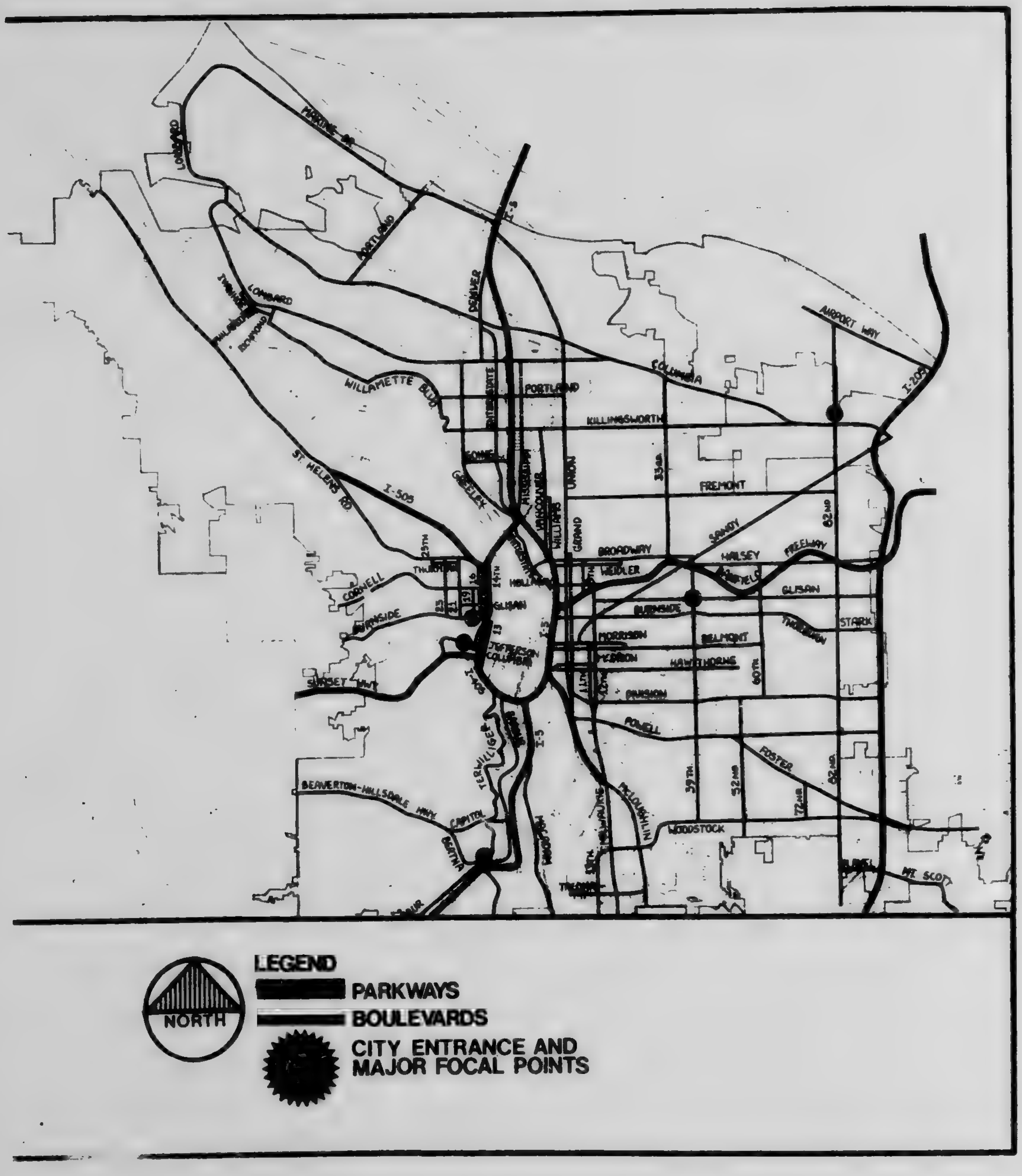
E PATHWAYS SOUTHWEST


REY
MONTGOMERY
VISTA
12TH.
6TH.
1ST.
BROADWAY
FAIRMOUNT
FAIRMOUNT
GIBBS
ROSS ISLAND
BRIDGE
MILTON
SUNSET
TERWILLIGER
HAMILTON
MOODY
CORBETT
RIVERFRONT
NEBRASKA
VERMONT
NEVADA
BERTHA
CAPITOL
CANBY
TROY
BARBUR
3RD.
VIRGINIA
ACCESS
RWILLIGER
TAYLORS
FERRY
SELLWOOD
BRIDGE
YCLE PATHWAY

PEDESTRIAN SOUTHWEST


VISTA
BROADWAY DR.
BARBUR
1ST.
PATTON
ROSS ISLAND
BRIDGE
SAM JACKSON
COUNCIL
CREST
6TH.
CURRY
BEAVERTON-HILLSDALE HWY.
TERWILLIGER
CORBETT
RIVERFRONT
CAPITOL
NEBRASKA
BOUNDARY
VERMONT
BERTHA
NEVADA
ACCESS
MULTNOMAH
BUSINESS
DISTRICT
CANBY
34TH.
3RD.
BARBUR
MULT.
BLVD.
CAPITOL HWY.
TAYLORS FY.
TERWILLIGER
TAYLORS FY.
SELLWOOD
BRIDGE
NORTH
LEGEND
▨ PEDESTRIAN DISTRICT
— — — PEDESTRIAN PATH WITH CROSSINGS
—— PEDESTRIAN PATH
●●●●●●● PEDESTRIAN WAY

PARKWAYS AND BOULEVARDS


MARINE DR
LOMBARD
PORTLAND
I-5
DENVER
AIRPORT WAY
I-205
COLUMBIA
WILLAMETTE BLVD
PORTLAND
KILLINGSWORTH
INTERSTATE
ST HELENS RD
I-505
GREELEY
MISSISSIPPI
VANCOUVER
WILLIAMS
UNION
GRAND
33RD
FREMONT
82ND
SANDY
BROADWAY
HALSEY
FREEWAY
WEIDLER
GLISAN
BURNSIDE
STARK
THORBURN
CORNELL
THURMAN
23RD
SUNSET HWY
MORRISON
BELMONT
HAWTHORNE
60TH
DIVISION
POWELL
FOSTER
39TH
52ND
72ND
WOODSTOCK
McLOUGHLIN
TERWILLIGER
BEAVERTON-HILLSDALE HWY
CAPITOL
BARBUR
MACADAM
TACOMA
FLAVEL
MT SCOTT
LEGEND
PARKWAYS
BOULEVARDS
CITY ENTRANCE AND MAJOR FOCAL POINTS
NORTH

SECTION XIII: Beautification.

It is the intent of this policy to assist i
of the City through the designation of a sys
suitable for landscaping on a comprehensive
and Parkways.

B. Boulevards

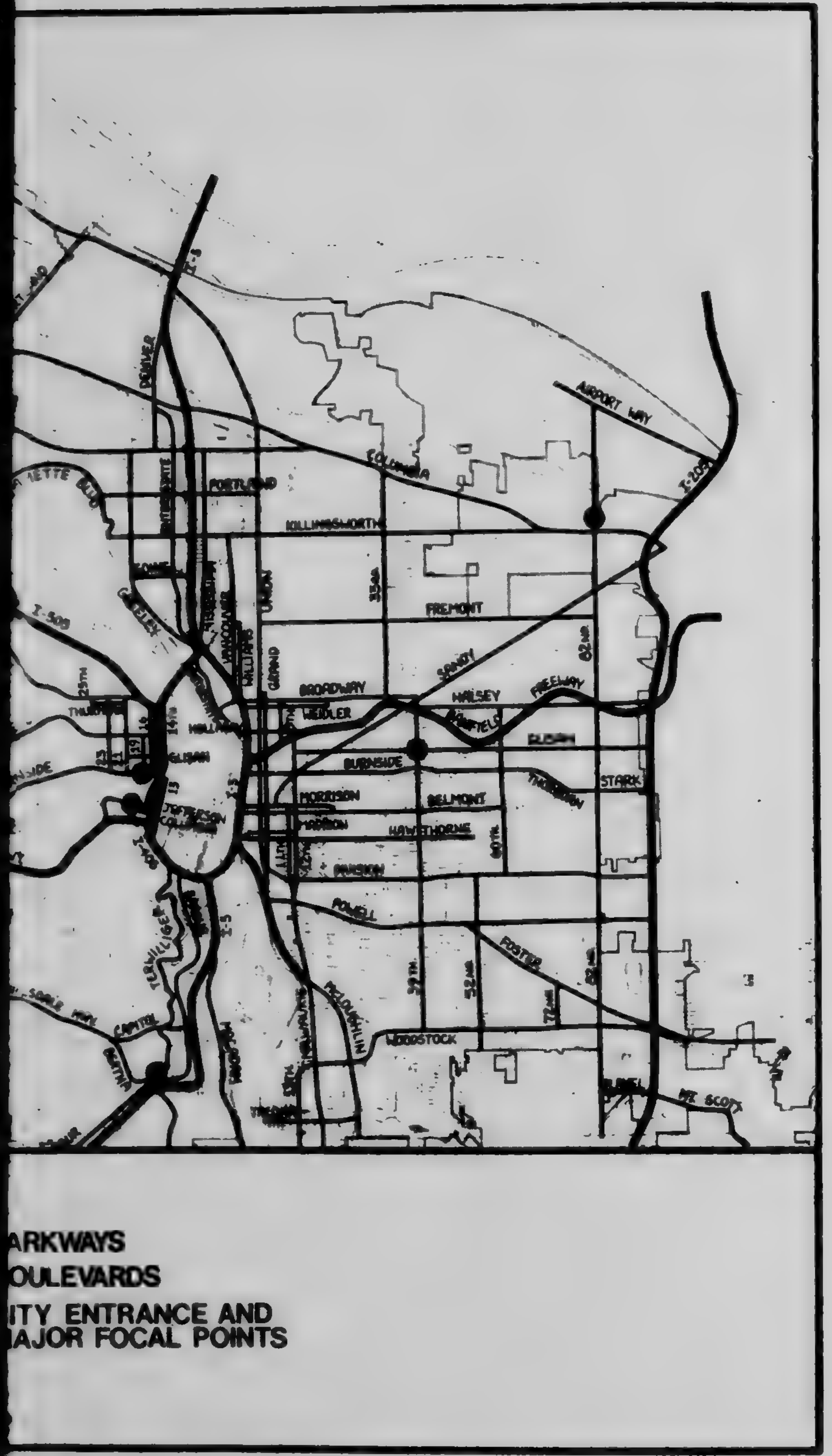
1. Street tree plantings on arterials h
Boulevards shall represent a contin
sive landscape treatment of the stre
ment shall consider Portland's uniq
preservation of existing vegetation,
vistas, driver perception of the ro
bility requirements for drivers and
design and sign controls, utility pl
lighting.

2. In order to maximize the effect of t
scaping treatment, large street tre
on Boulevards wherever feasible, ar
shall be eliminated or their visual
minimum.

3. Street tree plantings shall be consi
way improvements to streets here de

4. Street trees on streets here design
shall be maintained by the City thr
istered by the City Forester.

WAYS AND BOULEVARDS


AIRPORT WAY
I-205
COLUMBIA
DENVER
PORTLAND
KILLINGSWORTH
FREMONT
33RD
82ND
SANDY
BROADWAY
WEIDLER
HALSEY
BANFIELD
FREEWAY
I-505
BURNSIDE
GLISAN
STARK
MORRISON
BELMONT
HAWTHORNE
DIVISION
POWELL
FOSTER
WOODSTOCK
TERWILLIGER
CAPITOL
MT SCOTT
ARKWAYS
OULEVARDS
ITY ENTRANCE AND
AJOR FOCAL POINTS

SECTION XIII: Beautification.

It is the intent of this policy to assist in the beautification of the City through the designation of a system of major streets suitable for landscaping on a comprehensive basis as Boulevards and Parkways.

B. Boulevards

1. Street tree plantings on arterials here designated as Boulevards shall represent a continuous and comprehensive landscape treatment of the street. Such a treatment shall consider Portland's unique natural setting, preservation of existing vegetation, local topography, vistas, driver perception of the roadway design, visibility requirements for drivers and pedestrians, urban design and sign controls, utility placement and street lighting.

2. In order to maximize the effect of the overall landscaping treatment, large street trees shall be planted on Boulevards wherever feasible, and overhead utilities shall be eliminated or their visual impact reduced to a minimum.

3. Street tree plantings shall be considered with all roadway improvements to streets here designated as Boulevards.

4. Street trees on streets here designated as Boulevards shall be maintained by the City through a program administered by the City Forester.

APPENDIX D

Alternative Improvement Plans for Rodda Paint and Huntington Rubber

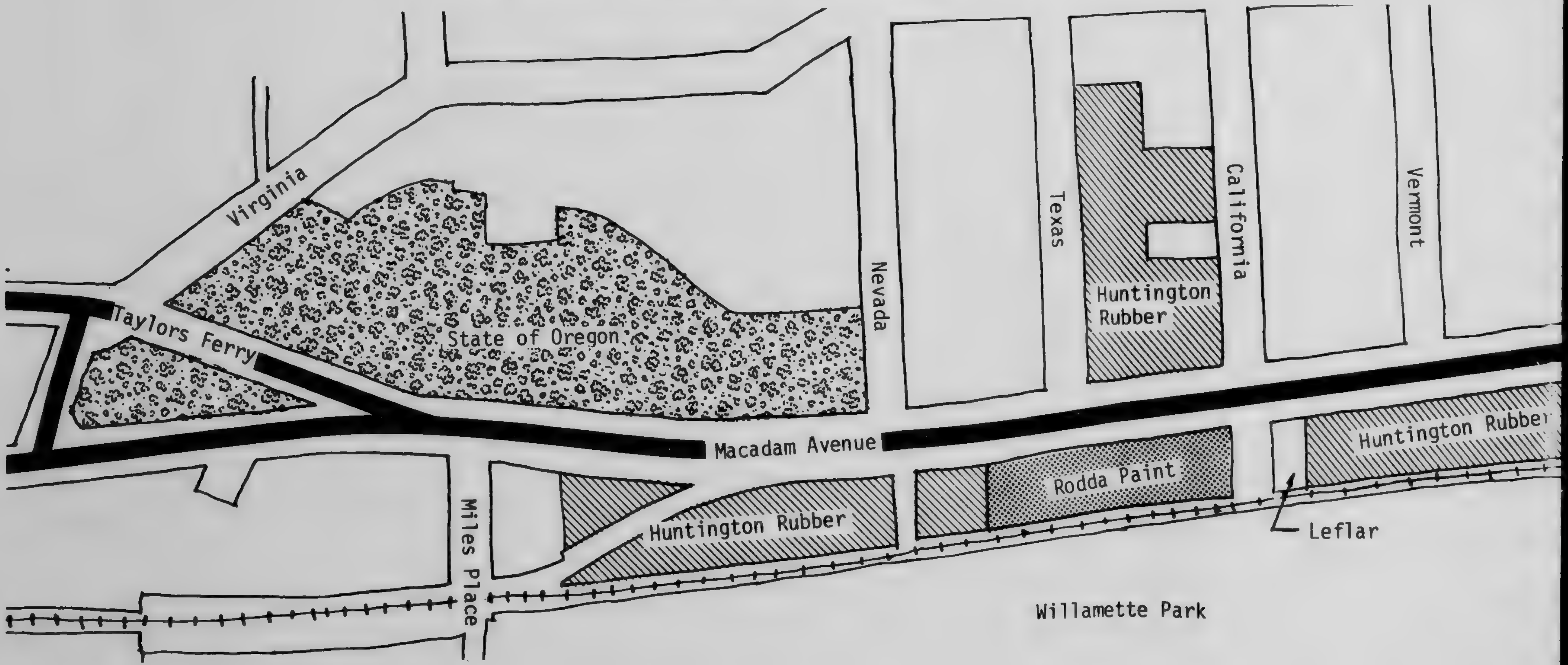
Project Impacts on Huntington Rubber, Rodda Paint and Leflar Enterprises.

Three businesses at Taylors Ferry Road are concerned about the widening of Macadam Avenue into public right-of-way which they have previously used for parking and loading. The space used has uncontrolled access to Macadam and is not adequate for either of these activities. The existing situation thus creates a traffic safety problem. Since the right-of-way is currently owned by the public and the public is under no obligation to supply private parking or loading space for business, Huntington, Rodda and Leflar are not eligible fo compensation for the loss of their use of the public's rig of-way.

Huntington Rubber - 194 Employees

Huntington Rubber is currently located on three parcel land straddling Macadam Avenue between SW Vermont and

Land holdings of Huntington Rubber, Rodda Paint and Leflar Enterprises


Virginia
Taylors Ferry
State of Oregon
Nevada
Texas
California
Vermont
Huntington Rubber
Macadam Avenue
Miles Place
Huntington Rubber
Rodda Paint
Huntington Rubber
Leflar
Willamette Park

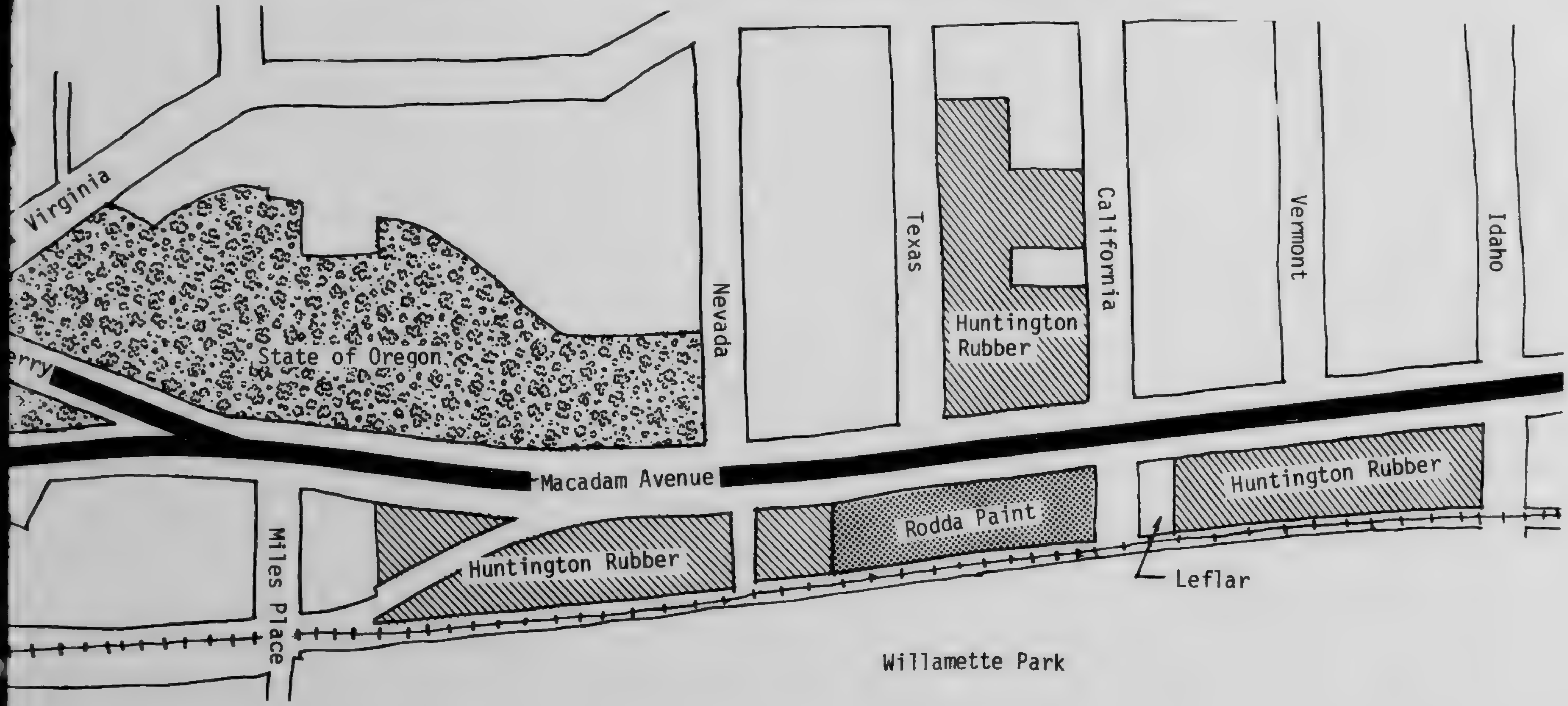
n Huntington Rubber, eflar Enterprises.

at Taylors Ferry Road are concerned about the am Avenue into public right-of-way which they sed for parking and loading. The space used access to Macadam and is not adequate for ctivities. The existing situation thus safety problem. Since the right-of-way is the public and the public is under no obligation to supply private parking or loading space for business, Huntington, Rodda and Leflar are not eligible for compensation for the loss of their use of the public's right-of-way.

Huntington Rubber - 194 Employees

Huntington Rubber is currently located on three parcels of land straddling Macadam Avenue between SW Vermont and SW

Land holdings of Huntington Rubber, Rodda Paint and Leflar Enterprises


Virginia
erry
State of Oregon
Nevada
Texas
Huntington Rubber
California
Vermont
Idaho
Macadam Avenue
Miles Place
Huntington Rubber
Rodda Paint
Huntington Rubber
Leflar
Willamette Park

Miles Streets (see map). They established themselves in Portland in 1916, and currently employ about 150. Some of their employees live within walking distance of the plant.

Because their operation is split by Macadam and Rodda Paint, and because there is no room for expansion, Huntington wishes to relocate to a more desirable, 10 acre site. The road construction project would hasten such a move by making use of public right-of-way which now serves them as a parking and loading space. They have repeatedly said that there is no solution to Macadam Avenue which will solve their basic problem - that of having a small and disaggregate plant site.

Although Huntington now has no firm plans to relocate, they have investigated a move in the past. They looked at sites both in Rivergate and Wilsonville, and temporarily solved their expansion problem by building a plant in Hannibal, Missouri. Huntington has expressed an interest in staying within the City, and has recently spoken with the Port about relocating in Rivergate.

Rodda Paint - 40 Employees

Rodda currently operates a paint factory and retail outlet on the east side of Macadam directly south of California Street. Their paint factory is on California Street and does not meet many current standards and codes. Anticipating expansion and a need to modernize, Rodda has purchased 5 acres in Tualatin to which they intend to relocate their paint factory in about 5 - 6 years. They feel it is impossible to build a modern paint factory in the City because of zoning, fire and environmental constraints. Their present location, however, is ideal for a retail outlet.

Rodda currently uses the 30' strip of public right-of-way in front of their building for parking and loading, signing the area "Rodda Paint Customer Parking Only". This creates a safety problem because no other parking is available and customers back out into traffic.

Leflar Enterprises - 8 Employees

Leflar Enterprises manufactures sports equipment in a
building at 6840 SW Macadam. He has two entrances to
building. The low level is accessed from California S
and the upper story has a loading dock which opens on
Macadam Avenue. The owner has stated that he will ha
relocate if the Macadam project is undertaken.

Alternatives

Five alternatives were considered in attempts to lessen th
impacts of the improvement project on the above businesse

1) No build. Do not undertake the improvement or delay c
structure until both of the companies are forced to
relocate because of other reasons. (Huntington becaus
their site is too small and too fragmented for expans
and Rodda because of a need to modernize their paint
factory.) Such an action would continue the hazardou
and congested conditions on Macadam Avenue indefinite
and result in higher costs due to inflation and mainte

2) Narrow the proposed roadway and shift it within the ex
ing right-of-way, away from the affected businesses.
alternative was examined but it was not satisfactory t
Rodda (because it would not supply a left turn for i
retail trade), or Huntington (because it would leave
sufficient room for loading, 16 - 20 feet).

3) Acquire right-of-way on the west side of Macadam Aven
move the entire project in that direction. This woul
require the City to acquire land at additional cost,
place businesses and move traffic closer to the resi
neighborhood in order to solve a problem which will
exist in 3 - 6 years (because of the relocation plan
both Huntington and Rodda). All this would have to b
in order to preserve Huntington Rubber, Leflar and Ro
Paint's use of the public's land at no cost to the bu

treets (see map). They established themselves in
d in 1916, and currently employ about 150. Some of
mployees live within walking distance of the plant.

their operation is split by Macadam and Rodda Paint,
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cate to a more desirable, 10 acre site. The road con-
on project would hasten such a move by making use of
right-of-way which now serves them as a parking and
space. They have repeatedly said that there is no
n to Macadam Avenue which will solve their basic
- that of having a small and disaggregate plant site.

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vestigated a move in the past. They looked at sites
Rivergate and Wilsonville, and temporarily solved
xpansion problem by building a plant in Hannibal,
i. Huntington has expressed an interest in staying
he City, and has recently spoken with the Port about
ing in Rivergate.

- 40 Employees

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side of Macadam directly south of California Street.
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s back out into traffic.

Leflar Enterprises - 8 Employees

Leflar Enterprises manufactures sports equipment in a building at 6840 SW Macadam. He has two entrances to his building. The low level is accessed from California Street and the upper story has a loading dock which opens on to Macadam Avenue. The owner has stated that he will have to relocate if the Macadam project is undertaken.

Alternatives

Five alternatives were considered in attempts to lessen the impacts of the improvement project on the above businesses.

1) No build. Do not undertake the improvement or delay construction until both of the companies are forced to relocate because of other reasons. (Huntington because their site is too small and too fragmented for expansion, and Rodda because of a need to modernize their paint factory.) Such an action would continue the hazardous and congested conditions on Macadam Avenue indefinitely and result in higher costs due to inflation and maintenance.

2) Narrow the proposed roadway and shift it within the existing right-of-way, away from the affected businesses. This alternative was examined but it was not satisfactory to Rodda (because it would not supply a left turn for its retail trade), or Huntington (because it would leave insufficient room for loading, 16 - 20 feet).

3) Acquire right-of-way on the west side of Macadam Avenue and move the entire project in that direction. This would require the City to acquire land at additional cost, displace businesses and move traffic closer to the residential neighborhood in order to solve a problem which will not exist in 3 - 6 years (because of the relocation plans of both Huntington and Rodda). All this would have to be done in order to preserve Huntington Rubber, Leflar and Rodda Paint's use of the public's land at no cost to the businesses.

4) Acquire land from Rodda in order to supply replacement parking adjacent to Rodda's retail outlet. This alternative would not help Huntington Rubber who uses the right-of-way for loading, and would restrict Rodda's expansion plans on site and would not guarantee them customer parking since the lot would have to be open to the public.

5) Help the companies secure low-interest loans to relocate (Huntington and Leflar) or redevelop their site (Rodda). Opportunities for such assistance exist under the Small Business Administration, the Economic Development Administration, and Industrial Revenue Bonds. In addition, California Street can be vacated in order to assist in helping Rodda Paint relocate its loading dock.

At the February 23rd hearing, City Council decided that the City should take an active role in assisting these impacted businesses, either in terms of relocation assistance or acquiring low interest loans.

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adjacent to Rodda's retail outlet. This alterna-
ıld not help Huntington Rubber who uses the
f-way for loading, and would restrict Rodda's
on plans on site and would not guarantee them
r parking since the lot would have to be open
public.

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on, and Industrial Revenue Bonds. In addition,
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Rodda Paint relocate its loading dock.

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take an active role in assisting these impacted
either in terms of relocation assistance or
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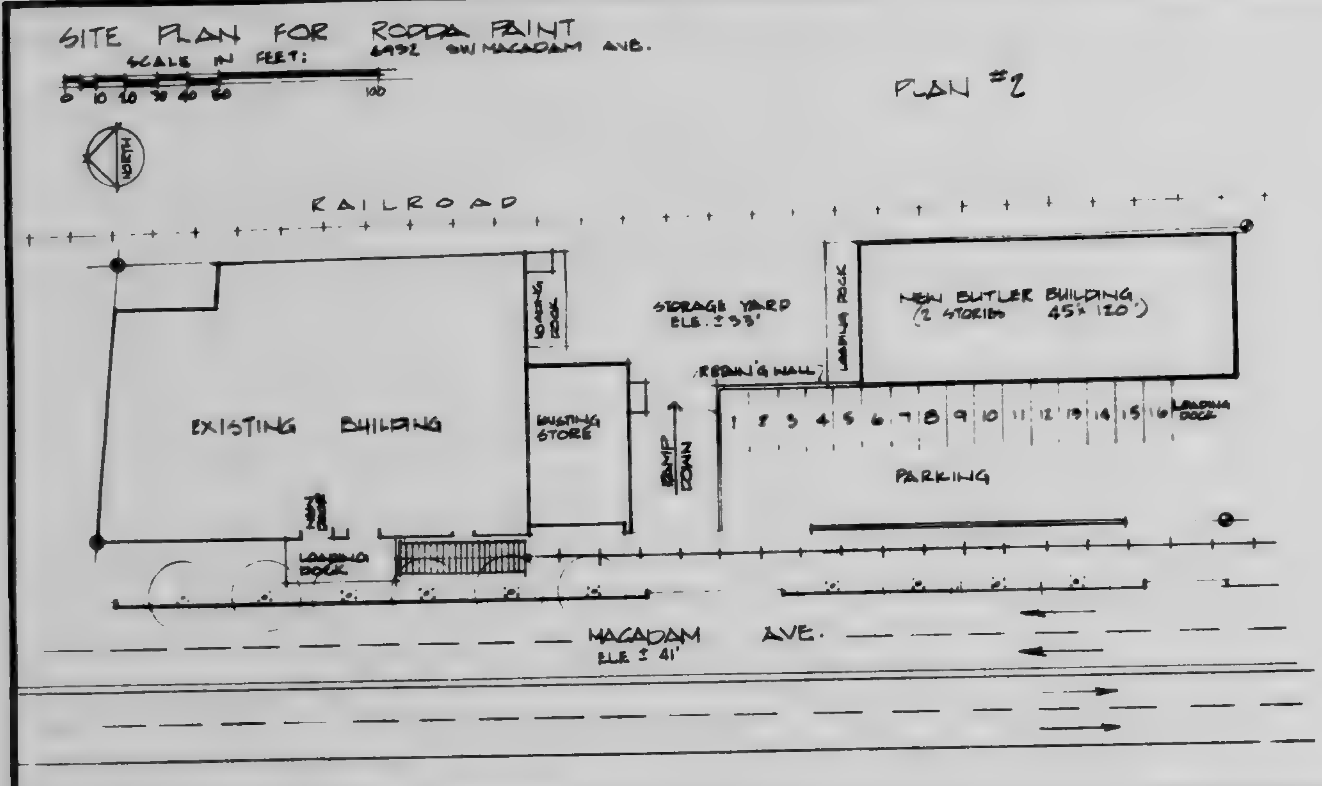
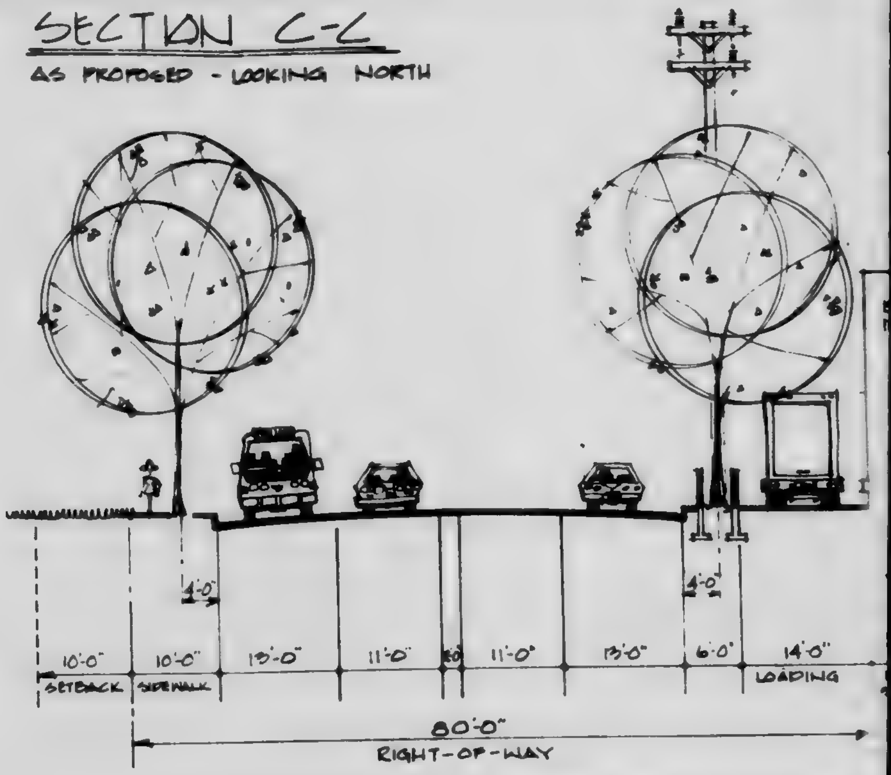
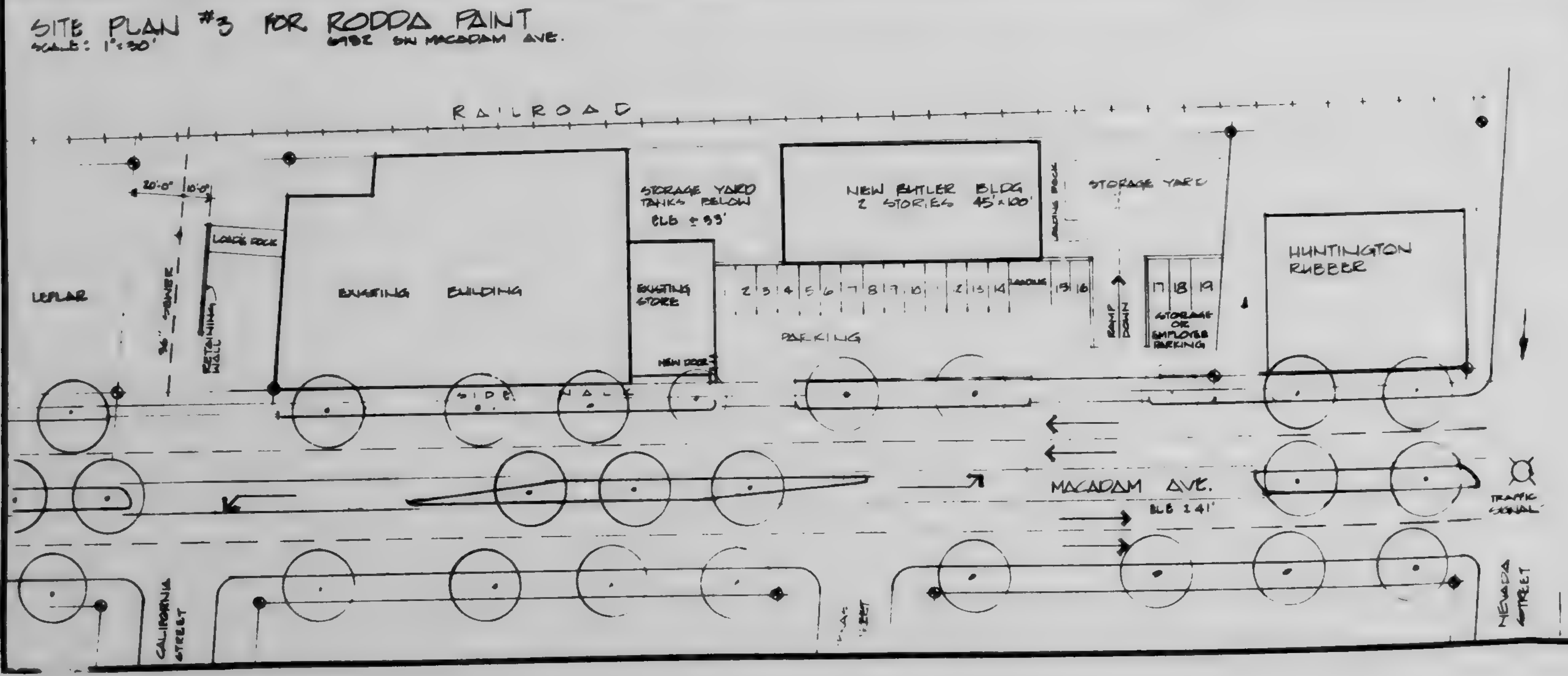

SITE PLAN FOR RODDA PAINT
6932 SW MACADAM AVE.
SCALE IN FEET:
0 10 20 30 40 50 100
PLAN #2
NORTH
RAILROAD
EXISTING BUILDING
LOADING DOCK
EXISTING STORE
STORAGE YARD ELE. ±33'
RETAIN'G WALL
LOADING DOCK
NEW BUTLER BUILDING (2 STORIES 45'x120')
RAMP DOWN
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
LOADING DOCK
PARKING
MACADAM AVE.
ELE ± 41'


SECTION C-C
AS PROPOSED - LOOKING NORTH
4'-0"
4'-0"
10'-0"
10'-0"
13'-0"
11'-0"
2'0"
11'-0"
13'-0"
6'-0"
14'-0"
SETBACK
SIDEWALK
LOADING
80'-0"
RIGHT-OF-WAY


SITE PLAN #3 FOR RODDA PAINT
6932 SW MACADAM AVE.
SCALE: 1"=30'
RAILROAD
20'-0"
10'-0"
LEPLAR
36" SEWER
RETAINING WALL
LOADING DOCK
EXISTING BUILDING
STORAGE YARD TANKS BELOW ELE ±33'
EXISTING STORE
NEW DOOR
NEW BUTLER BLDG 2 STORIES 45'x120'
LOADING DOCK
STORAGE YARD
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
LOADING
RAMP DOWN
17 18 19
STORAGE OR EMPLOYEE PARKING
HUNTINGTON RUBBER
PARKING
SIDEWALK
MACADAM AVE.
ELE ±41'
TRAFFIC SIGNAL
CALIFORNIA STREET
NEVADA STREET

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR 97204

October 24, 1977

MEMORANDUM

TO: Ernie Munch

FROM: Glen Pierce GP

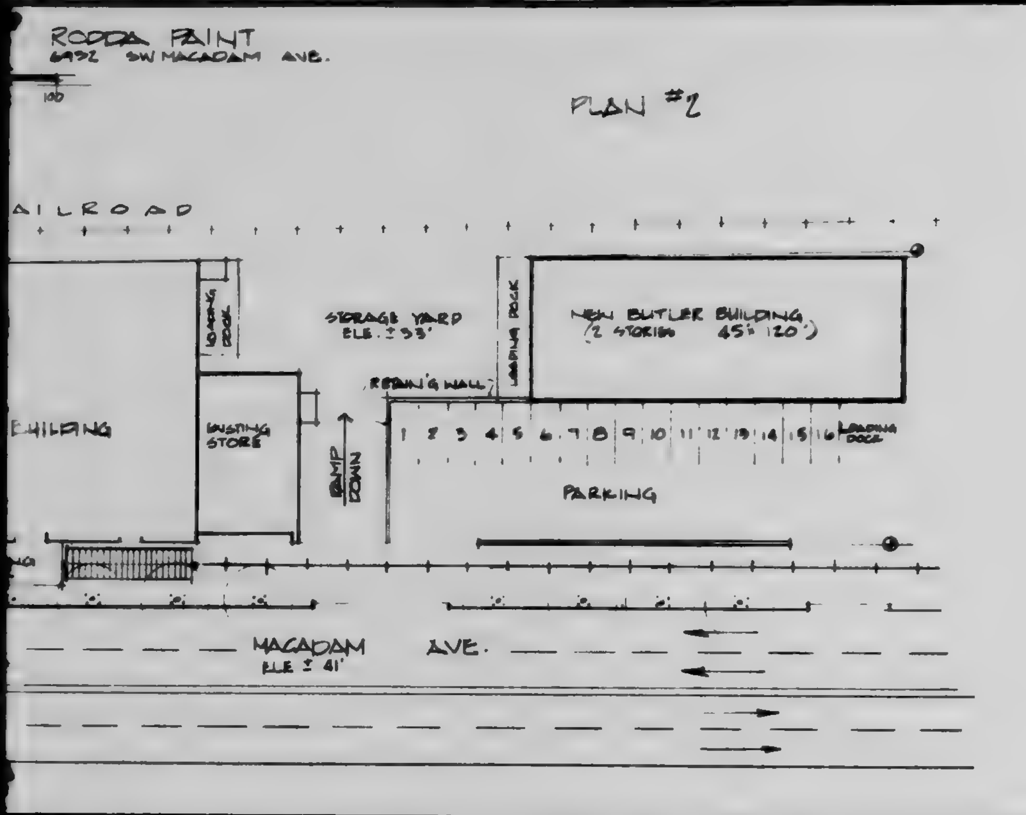
SUBJECT: Vacation of SW California Street east
Avenue.

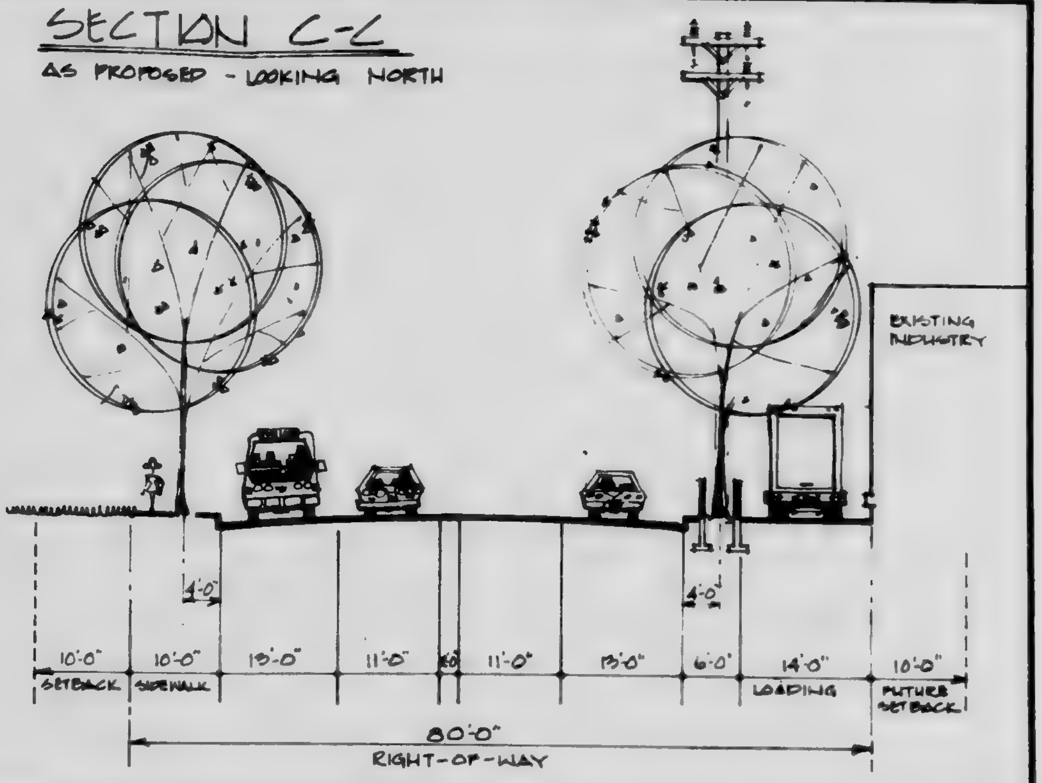
We talked to Bill Gaffi of Sanitary Engineering
proposed vacation's impact on the existing 32"
The quarter section map shows the sewer as 5 to
feeling was that a 20 foot strip would probably
on the sewer. However, for the City's protect
vacation with a 30 foot easement. Rodda Paint
in the vacation ordinance, to encroach on the eas
would not be permitted to collect damages if
the encroaching portion of their retaining wal

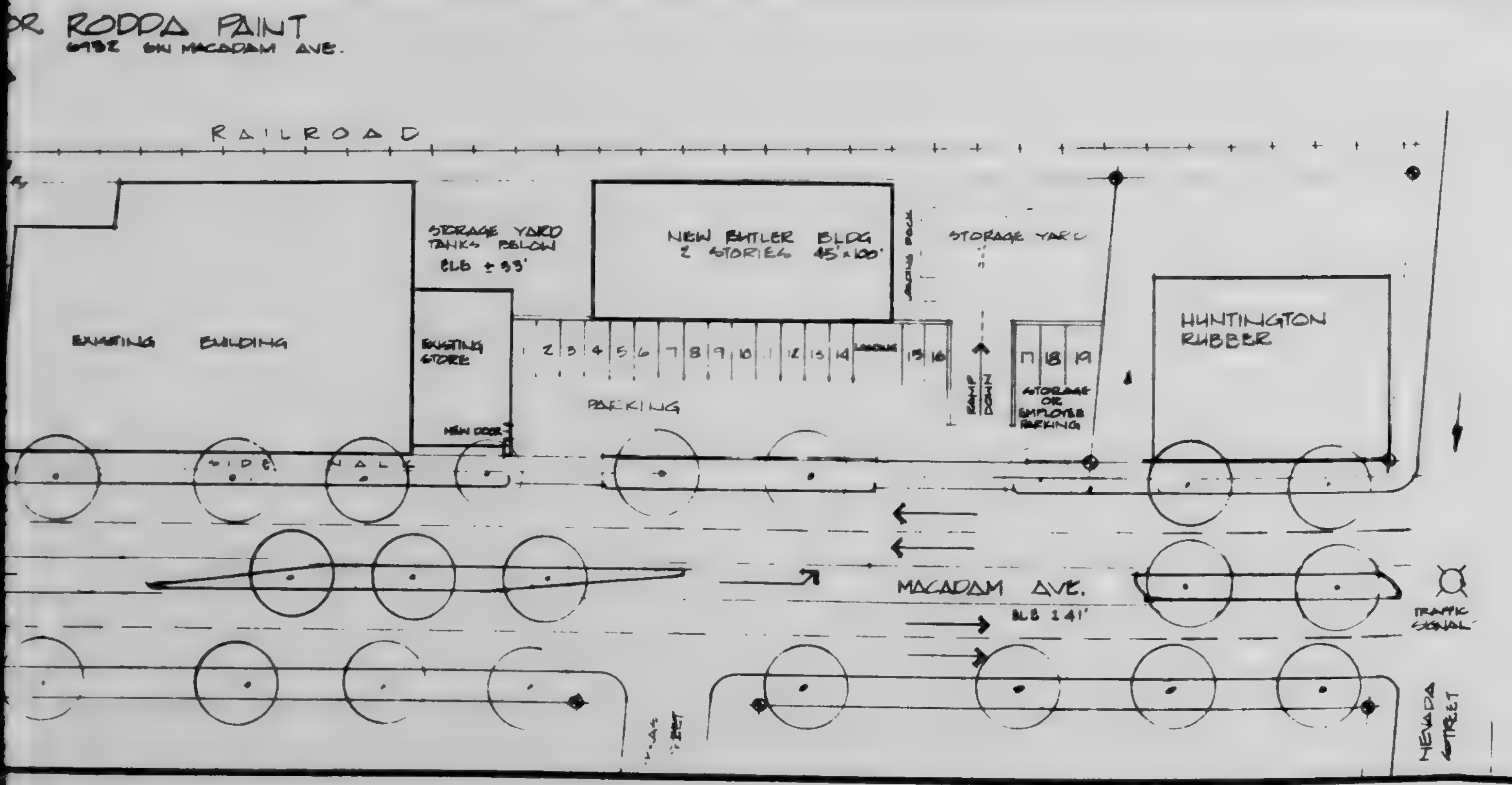
STR:mmc

cc: Bill Gaffi
File: Macadam
Reading File

D-4


RODDA PAINT
6932 SW MACADAM AVE.
100
PLAN #2
AILROAD
STORAGE YARD
ELE. ± 33'
LOADING DOCK
NEW BUTLER BUILDING
(2 STORIES 45' x 120')
RETAIN'G WALL
EHILDING
EXISTING STORE
RAMP DOWN
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
LOADING DOCK
PARKING
MACADAM AVE.
ELE ± 41'


SECTION C-C
AS PROPOSED - LOOKING NORTH
EXISTING INDUSTRY
4'-0"
4'-0"
10'-0"
10'-0"
15'-0"
11'-0"
11'-0"
13'-0"
6'-0"
14'-0"
10'-0"
SETBACK
SIDEWALK
LOADING
FUTURE SETBACK
80'-0"
RIGHT-OF-WAY


OR RODDA PAINT
6932 SW MACADAM AVE.
RAILROAD
STORAGE YARD
TANKS BELOW
ELE ± 33'
NEW BUTLER BLDG
2 STORIES 45' x 100'
LOADING DOCK
STORAGE YARD
EXISTING BUILDING
EXISTING STORE
NEW DOOR
1 2 3 4 5 6 7 8 9 10 11 12 13 14
LOADING
15 16
RAMP DOWN
17 18 19
STORAGE OR EMPLOYEE PARKING
PARKING
HUNTINGTON RUBBER
SIDEWALK
MACADAM AVE.
ELE ± 41'
TRAFFIC SIGNAL
NEVADA STREET

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR 97204

October 24, 1977

MEMORANDUM

TO: Ernie Munch

FROM: Glen Pierce

SUBJECT: Vacation of SW California Street east of Macadam Avenue.

We talked to Bill Gaffi of Sanitary Engineering regarding the proposed vacation's impact on the existing 32" V.S.P. storm sewer. The quarter section map shows the sewer as 5 to 10 feet deep. Bill's feeling was that a 20 foot strip would probably be adequate for work on the sewer. However, for the City's protection he suggests a vacation with a 30 foot easement. Rodda Paint would be allowed, in the vacation ordinance, to encroach on the easement. Rodda Paint would not be permitted to collect damages if future sewer work damages the encroaching portion of their retaining wall and loading dock.

STR:mmc

cc: Bill Gaffi
File: Macadam
Reading File

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-9565 (2)
Project Name SW Macadam Ave. @ Virginia-Boundary-Nebraska Sts.
FAUS 0003, FAU 9565 Oswego Hwy. 03

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

A ☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

cc DC Swan
C T Kearsey
J. Chidsey
3 78

Signed at Portland, Oregon, this 21st day of November, 1977

City of Portland

Chief, Bureau of Street & Structural Engr.

Traffic Engineer, Bureau of Traffic Engineering

Certified By:

Regional Right-of-Way Supervisor
Date 12/12/77

Instructions: Complete A or B and C.
R/W File No. ____________
Rev. 1/76

9565

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-9565 (2)
Project Name S. W. Macadam Ave. @ S. W. Pendleton St.
FAUS COMB 0003, FAU-9565 (Oswego Hwy.) 03

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

A ☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

cc D.E. Smith
C.T. Kasey
J. Chidsey

Signed at Portland, Oregon, this 21st day of November, 1977

City of Portland

1-3-78

Certified By:

Regional Right-of-Way Supervisor
Date 12/12/77

Chief, Bureau of Street & Structural Engineering

Traffic Engineer, Bureau of Traffic Engineering

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

9565

STATE OF OREGON

INTEROFFICE MEMO

TO: GEORGE HOPKINS
Local Government Programs Engineer

DATE: March 24, 1977

File: 77-19

FROM: JON ROSE Jon Rose
Federal Aid Engineer

SUBJECT: Signed Agreement
Macadam Avenue Signal Project - 3 Intersections
City of Portland

Elected officials of the City of Portland have signed and returned four copies of the proposed agreement covering signal installations on Macadam Avenue at Boundary and Nebraska Streets, and at SW Virginia Avenue. This agreement has the approval of the Metropolitan Engineer and is returned to you for further processing.

mb
attachments

cc: Region 1 w/attachment

OFFICE OF CITY AUDITOR

GEORGE YERKOVICH
CITY AUDITOR

CITY OF PORTLAND
OREGON

March 21, 1977

ME PE PR1 PR2 DE
O.S.H.D. - METRO
MAR 23 1977
OE FILE T/A

Mr. Jon Rose
Oregon State Highway Division
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Rose:

Please find enclosed herewith quadruplicate copies of agreement for widening and other associated work on S. W. Macadam Avenue to provide for left turns and installing traffic signals at S. W. Boundary and Nebraska Streets and at S. W. Virginia Avenue, as authorized by Ordinance No. 143164.

Will you kindly have the proper persons sign all four copies of the agreement which have already been executed by the City of Portland, and return two copies to the Auditor, Room 202, City Hall, Portland, 97204.

Your prompt attention to this matter will be appreciated.

Yours very truly,

George Yerkovich
Auditor of the City of Portland

dh
MS:dlh
Encls.

Aud. 99-175-120

OFFICE OF

AUDITOR OF THE CITY OF PORTLAND

PORTLAND, OREGON 97204

ROOM 203
CITY HALL

COPY CERTIFICATE

STATE OF OREGON,
County of Multnomah, } ss
CITY OF PORTLAND,

GEORGE YERKOVICH Auditor of the City of Portland, do hereby certify that I have compared the following copy of Ordinance No. 143164, passed bv the Council February 9, 1977, being, "An Ordinance authorizing execution of agreement with the State of Oregon, by and through its Department of Transportation, Highway Division, providing for widening and other associated work on S.W. Macadam Avenue to provide for left turns and installing traffic Signals at S.W. Boundary and Nebraska Streets, and at S.W. Virginia Avenue, authorizing of the City's share of costs, and declaring an emergency",

with the original thereof, and that the same is a full, true and correct copy of such original

Ordinance No. 143164

and of the whole thereof as the same appears on file and of record in my office, and in my care and custody.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of the City of Portland affixed this 9th day of February, 1977.

George Yerkovich

Auditor of the City of Portland

By Edna Cervera Deputy

ORDINANCE No. 143164

An Ordinance authorizing execution of agreement with the State of Oregon, by and through its Department of Transportation, Highway Division, providing for widening and other associated work on S. W. Macadam Avenue to provide for left turns and installing traffic signals at S. W. Boundary and Nebraska Streets, and at S. W. Virginia Avenue, authorizing payment of the City's share of costs, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds:

1. That the City has filed application for Federal Aid Urban Funding for traffic engineering improvement as part of its 1976-77 Capital Improvement Program.

2. That this project has received approval from the Columbia Regional Association of Governments, Federal Highway Administration, and Oregon State Department of Transportation.

3. That in order for the State to authorize the City to proceed with preliminary engineering, the State must provide the Federal Highway Administration with City-State agreements describing the responsibilities and scope of work to be performed by each party and also obtain a deposit from the City for its share of the estimated cost.

4. That the 1976-77 Budget of the Bureau of Traffic Engineering includes $41,250.00 for the deposit for this traffic improvement project.

NOW, THEREFORE, the Council directs:

a. That agreements are authorized with the State of Oregon, by and through its Department of Transportation, Highway Division, for the development of said projects, said agreements to be substantially in accordance with the forms of agreements, marked Exhibit A attached to the original only of this ordinance, and approved by the City Attorney.

b. That the Mayor and Commissioner of Public Works shall enter into agreements similar in form to Exhibit A hereof.

ORDINANCE No.

c. That the Auditor is directed to prepare and transmit 4 signed copies of the agreement and a warrant for the deposit of the estimated share of the cost in the amount of $41,250.00 payable to the Oregon State Highway Division, 5821 N. E. Glisan Street, Portland, Oregon 97213, Attention Jon Rose.

Section 2. The Council declares that an emergency exists because a delay in proceeding with the signing of these contracts may result in additional expense and will unnecessarily deprive the City of the benefits of completion of these projects at an early date; therefore, this Ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, FEB 9 1977

Mayor Neil Goldschmidt
James K. Wilson:jjp

Mayor of the City of Portland

Attest:

Auditor of the City of Portland

Form FHWA 121 (Rev. 5-73)

7183

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: February 24, 1977

In reply refer to: 1041A.6

SUBJECT: Oregon M-9704(-) Project Assessment
West Interchange
Sellwood Bridge
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The Project Assessment for this section has been reviewed. We find no evidence of coordination between this project and the S.W. Macadam Ave. Corridor study authorized on 9-28-76 as FA project M-9565(1). The project limits for that P.E. effort are Ross Island Bridge to Sellwood Bridge. The FA authorization calls for development of alternative solutions, preliminary design report and an environmental assessment. Any project initiated in the Macadam corridor (except possible Title II High Hazard Safety jobs) should be a part of the improvement resulting from the corridor study and should be covered under an appropriate umbrella environmental document. A series of small projects could be identified and prioritized for implementation.

The assessment for the West Interchange project, FAUS 9704, as submitted with Mr. Rulien's February 18, 1977, memorandum, does not have FHWA concurrence and further project development should be inegrated with the Macadam P.E. study.

G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Metro Reg., Kaiser)

RECEIVED
STATE HWY ENGR
FEB 28 '77
REFER TO
Rulien
FOR

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9565(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 71427 & 71428

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 15 '77
REFER TO
Rulien
FOR
R/D D/R Sign Att

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	2-2-77	FAU 9565
		STATE ROUTE NUMBER Primary 3

GENERAL LOCATION:

"Macadam Ave. (Portland) Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work TEC $40,000 - FF $34,320.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 1-19-77 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-2-77		Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

PRO 6-2

January 19, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Project Data Submission
Item No. 71427 & 71428
Project No. M-9565(2)
Macadam Avenue (Portland) Sec.
Multnomah County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $40,000 with federal funds of $34,320.

CL:dpy

Enclosure

cc: R. N. Bothman - Metro
D. E. Swan
G. Zehner

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

1/19/77

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR 43, SW Boundary St-SW Virginia Ave (Portland) 21 65	**ADT**	PRESENT 20,000	FUTURE (66) 38,000 (70)	YEAR (71) 97 (72)

REGION: 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* P.E., Channelization, Traffic Sig. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S): 14 M- 23 NUMBER: 7 9565(2

CARD 4

CLASS OF FEDERAL FUNDS: Urban System

NAME OF URBAN AREA: Portland
17-31

COUNTY NAME: Multnomah

ROUTE NO.: U

FEDERAL-AID: 9565* (32)

STATE: 3 (36)

U.S.: (37) --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE** TOPICS			0.0	40,000	34,320	2,840	2,840 (Ci
5					**ROW**							
5					**CONST** (CODE) TOPICS Y008 Y031		"Macadam Ave. (Portland) Section"	0.0	360,000	308,880	25,560	25,560 (Cit

CARD	CODE	PREPARED BY						
1	1	C.L.	PROJECT TOTALS	0.0	400,000	343,200	28,400	28,400 (Ci
1	14	PROGRAM APPROVAL DATES			(19) (23)	(24) (33)	REMARKS	

October 27, 1976

*Old FAP 3

FORM PR-1
(REV. 4-61)

1/19/77

FEDERAL-AID PROGRAM DATA

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
3, SW Boundary St-SW Virginia Ave (Portland) 65		20,000	(56) 38,000 (70)	(71) 97 (72)	10	Oregon	(2) 41 (3)	(4) W36 (9)	71427 (14) 71428 (13)

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
on, Traffic Sig. 52	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 M- 23	7 9565(2)	13	(24) (26)	27

Urban System	COUNTY NAME Multnomah	CODE 051 (14) (16)	PROGRAM STAGE ☐ 1 OR ☐ 2
Portland	ROUTE NO. U	FEDERAL-AID 9565* (32)	STATE 3 (36) (37) U.S. -- (41)

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
E PICS			0.0	40,000	34,320	2,840	2,840 (City)	
OW								
NST ODE) PICS 08 1		"Macadam Ave. (Portland) Section"	0.0	360,000	308,880	25,560	25,560 (City)	ROW 80' normal; Access control - none; Parking Restrictions- complete.
C.L.		PROJECT TOTALS	0.0	400,000	343,200	28,400	28,400 (City)	
				(16) (23)	(24) (33)			

ROVAL DATES

7, 1976

REMARKS

*Old FAP 3

Macadam Ave. (Portland) Section
Project No. M-9565(2)

Existing Facilities:

Roadway - 40 foot AC surfaced curbed roadway with 4 travel lanes. No existing signals at the intersection of S.W. Macadam Avenue at Boundary Street, Pendleton St. Nebraska Street or S.W. Virginia Avenue.

Adjacent Sections: Same as existing roadway

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases
2. Grade, drain, high-type pave necessary to widen S.W. Macadam Avenue to provide left turn lanes at the intersection of S.W. Boundary St., Pendleton St., S.W Nebraska St. and S.W. Virginia Avenue and furnish and install multi-phase traffic signals. Remove existing abandoned railroad spur tracks on S.W. Macadam to provide space for roadway widening. Adjustment of utilities required.

NOTE: Preliminary engineering will be accomplished by City of Portland forces with review and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved

Additional Right of Way: None required

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in Paragraph 10e.

IM 50-1-70 Requirements:

State Clearinghouse -------- Exempt from A-95 review under working agreement.

District 2 Clearinghouse --- A-95 review satisfied through inclusion in CRAG TIP FY 77' annual element.

FHPM 7-7-5 Requirements:

(a) Public Hearings ------ Not required under Oregon Acti
(b) Location/Design ------ Not a factor in the developmen project.

Data for PR-37: Type Code Y003 . . . . $18.
Type Code Y031 . . . . 18.

Note: This project is in Congressional District No. 3.

H) Section

AC surfaced curbed roadway with 4 travel
ng signals at the intersection of S.W.
Boundary Street, Pendleton St. Nebraska
rginia Avenue.

ame as existing roadway

nder this project consists of the following:

ngineering all phases

, high-type pave necessary to widen S.W.
e to provide left turn lanes at the inter-
.W. Boundary St., Pendleton St., S.W
and S.W. Virginia Avenue and furnish and ins-
ase traffic signals. Remove existing
ilroad spur tracks on S.W. Macadam to provide
adway widening. Adjustment of utilities

ngineering will be accomplished by City of
s with review and contracting by State forces.

rts, Railroads, Water Developments, Historical
reas: None involved

lay: None required

nts: Nonmajor action project as set forth in

nts:

use -------- Exempt from A-95 review under working agreement.

inghouse --- A-95 review satisfied through inclusion in CRAG TIP FY 77' annual element.

FHPM 7-7-5 Requirements:

(a) Public Hearings ------ Not required under Oregon Action Plan
(b) Location/Design ------ Not a factor in the development of this project.

Data for PR-37:	Type Code Y003	$180,000
	Type Code Y031	180,000

Note: This project is in Congressional District No. 3.

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Macadam Avenue Signal Project

Highway Macadam Avenue (FAU 9565)

County Multnomah

Date January 21, 1977

Authorization No. 1

Survey Prefix 326-1959 (Assigned by Salem office)

Description of termini, route, length, etc.:

Intersection of S.W. Macadam Avenue and S.W. Boundry and Nebraska streets, and at S.W. Virginia Avenue.

Three intersections.

Purpose of survey:

Develop plans and specifications for construction of the project.

CPAG TIP Pg. 32
FAUS
New Traffic Signals

M-9565

		Estimate of cost:
Field Survey	(901)	20,000
Citizen Participation	(902)	----
City or County	(903)	9,500
Consultant	(904)	----
Final Design	(905)	10,000
Bridge Design	(906)	----
Preliminary Design	(907)	----
R/W Descriptions	(909)	----
Soils & Geology	(910)	500
Traffic	(911)	5,000
Landscape	(912)	----
Liaison	(913)	----
Utility	(914)	1,500
Photogrammetry	(916)	----
Location Studies	(918)	----
Engr. Graphics	(919)	----
Office Engineer	(920)	----
Specifications	(921)	2,000
Environmental	(923)	----
Planning	(924)	----
Foundation Exploration	(926)	----
Seminars	(950)	----
Hearings	(980)	----
Equal Opportunity	(985)	----
Advisory Committees	(986)	----

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$48,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
David A. Willhite
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Deputy ~~Assistant~~ State Highway Engineer

2-2-77
FAUS
N

NOTED

PRO 6-2

ROBERT W STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

January 19, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Project Data Submission
Item No. 71427 & 71428
Project No. M-9565(2)
Macadam Avenue (Portland) Sec.
Multnomah County

Enclosed is data for the subject project.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request authorization to proceed with all phases of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $40,000 with federal funds of $34,320.

CL:dpy

Enclosure

cc: R. N. Bothman - Metro
D. E. Swan
G. Zehner

H

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	1/19/77

FEDERAL - AID PROGRAM DATA

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2		SR 43, SW Boundary St-SW Virginia Ave (Portland)		20,000	38,000	97	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
3	P.E., Channelization, Traffic Sig.								M-	9565(2

CARD		
4	CLASS OF FEDERAL FUNDS: Urban System	COUNTY NAME: Multnomah
	NAME OF URBAN AREA 17-31: Portland	ROUTE NO. U · FEDERAL-AID 9565* (32) · STATE 3 (36) · U.S. (37) --

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 52	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (75)	STATE FUNDS	OTHER FUNDS
5					PE TOPICS			0.0	40,000	34,320	2,840	2,840 (Cit
5					ROW							
5					CONST (CODE) TOPICS Y008 Y031		"Macadam Ave. (Portland) Section"	0.0	360,000	308,880	25,560	25,560 (Cit

CARD	CODE	PREPARED BY	PROJECT TOTALS		(16) (23)	(24) (33)		
1	1	C.L.		0.0	400,000	343,200	28,400	28,400 (Cit
1	14	PROGRAM APPROVAL DATES					REMARKS	

October 27, 1976

*Old FAP 3

FORM PR-1
(REV. 4-61)

1/19/77

FEDERAL-AID PROGRAM DATA

JECT LOCATION (45 typewriter spaces) 43, SW Boundary St-SW Virginia Ave (Portland) 68	ADT	PRESENT 20,000	FUTURE (66) 38,000 (70)	YEAR (71) 97 (72)	REGION 10	STATE NAME Oregon	STATE CODE (2) 41 (3)	APPN CODE (4) W36 (9)	ITEM NO. (10) 71427 71428 (13)

WORK (35 typewriter on, Traffic Sig. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M- 23	NUMBER 7 9565(2)	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

Urban System

Portland

COUNTY NAME Multnomah	CODE 051 (14) (16)		PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. U	FEDERAL-AID 9565* (32)	STATE 3 (36)	U.S. (37) -- (41)

WORK TYPE 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E PICS			0.0	40,000	34,320	2,840	2,840 (City)	
OW								
NST DE) CS 3		"Macadam Ave. (Portland) Section"	0.0	360,000	308,880	25,560	25,560 (City)	ROW 80' normal; Access control - none; Parking Restrictions-complete.
C.L.		PROJECT TOTALS	0.0	400,000 (16) (23)	343,200 (24) (33)	28,400	28,400 (City)	

VAL DATES

1976

*Old FAP 3

REMARKS

Macadam Ave. (Portland) Section
Project No. M-9565(2)

Existing Facilities:

Roadway - 40 foot AC surfaced curbed roadway with 4 travel lanes. No existing signals at the intersection of S.W. Macadam Avenue at Boundary Street, Pendleton St. Nebraska Street or S.W. Virginia Avenue.

Adjacent Sections: Same as existing roadway

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases
2. Grade, drain, high-type pave necessary to widen S.W. Macadam Avenue to provide left turn lanes at the intersection of S.W. Boundary St., Pendleton St., S.W Nebraska St. and S.W. Virginia Avenue and furnish and install multi-phase traffic signals. Remove existing abandoned railroad spur tracks on S.W. Macadam to provide space for roadway widening. Adjustment of utilities required.

NOTE: Preliminary engineering will be accomplished by City of Portland forces with review and contracting by State forces.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved

Additional Right of Way: None required

FHPM 7-7-2 Requirements: Nonmajor action project as set forth in Paragraph 10e.

IM 50-1-70 Requirements:

State Clearinghouse -------- Exempt from A-95 review under working agreement.

District 2 Clearinghouse --- A-95 review satisfied through inclusion in CRAG TIP FY 77' annual element.

FHPM 7-7-5 Requirements:

(a) Public Hearings ------ Not required under Oregon Acti
(b) Location/Design ------ Not a factor in the developmen
project.

Data for PR-37: Type Code Y003 . . . . $18
Type Code Y031 18

Note: This project is in Congressional District No. 3.

Section

C surfaced curbed roadway with 4 travel signals at the intersection of S.W. oundary Street, Pendleton St. Nebraska inia Avenue.

e as existing roadway

er this project consists of the following:

ineering all phases

igh-type pave necessary to widen S.W. to provide left turn lanes at the inter- Boundary St., Pendleton St., S.W d S.W. Virginia Avenue and furnish and ins- e traffic signals. Remove existing oad spur tracks on S.W. Macadam to provide ay widening. Adjustment of utilities

neering will be accomplished by City of with review and contracting by State forces.

, Railroads, Water Developments, Historical s: None involved

: None required

: Nonmajor action project as set forth in

:

e -------- Exempt from A-95 review under working agreement.

house --- A-95 review satisfied through inclusion in CRAG TIP FY 77' annual element.

FHPM 7-7-5 Requirements:

(a) Public Hearings ------ Not required under Oregon Action Plan
(b) Location/Design ------ Not a factor in the development of this project.

Data for PR-37:	Type Code Y003	$180,000
	Type Code Y031	180,000

Note: This project is in Congressional District No. 3.

9183

January 5, 1977

City of Portland
1220 S.W. Fifth Ave.
Portland, OR 97204

Attention: Geo. Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No.

Gentlemen:

Attached for your files are two fully executed copies of an agreement covering the S.W. Macadam Avenue Corridor Study on FAU 9565.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
December 28, 1976

FILE: Unnumbered

FROM: JON ROSE Jon Rose
Federal Aid Engineer

TO: GEORGE HOPKINS
Local Government Programs Engineer

SUBJECT: Requested Revisions
Proposed Agreement
Macadam Avenue Signal Project
City of Portland

9525

The Portland City Traffic Engineer's office has returned unsigned the agreement covering signal installation at three locations on Macadam Avenue.

I believe that there were some rather detailed discussions between the city and the state regarding division of responsibility for engineering on this project but the traffic engineer has pointed out that no distinction is made between engineering for roadway work and engineering for sign installation. The city's letter requests that the wording be changed to clearly define the roles of the city and state.

ldo

Attachments

cc: Region 1

1-3-77
Comments received
1-4-77
Comments to
Jon Rose GEB.

Gary H

✓

✓

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

December 20, 1976

[illegible]
O.S.H.D. - METRO
[illegible] 1976
OE
FILE T/A

Mr. Jon Rose
Federal Aid Engineer
5821 Northeast Glisan Street
Portland, Oregon 97213

Subject: Proposed Agreement
Macadam Avenue Signal Project
City of Portland

Dear Jon:

I am returning these agreements with the request that they be revised to indicate that the City will do the preliminary engineering on the signal portion of the project and that the State will do the preliminary engineering on the roadway portion of this project.

Since these three intersections will eventually be tied into the State's proposed Macadam Avenue Improvement Project, the roadway portion of these three intersections should be so designed that no change will be required for the overal Macadam Avenue Improvement. This can be best accomplished if the State performs the roadway design.

Sincerely,

James K. Wilson

J. K. Wilson
Senior Traffic Engineer

JKW/jk
Enclosure

SW Macadam

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: INT 5

Portland, OR 97213
December 2, 1976

FROM: ROBERT N. BOTHMAN ebg
Ass't. State Highway Engineer

SUBJECT: City of Portland request for 86-14 per cent federal aid match on FAUS projects

TO: L. W. RULIEN
Project Management Engineer

Attached is a request from the city of Portland for the new federal aid match ratio of 86-14 percent on all ongoing FAUS projects in the city.

This includes all projects underway or for which final estimates have not been concluded. I draw your attention to the Foster/Woodstock couplet as one in that category where the project has not been finalized.

The CRAG Transportation Improvement Program Subcommittee is addressing the issue of all local jurisdictions maximizing the federal aid monies and minimizing the local match by using the 86-14 per cent match.

In the case of the city, they have indicated they wish to proceed on the basis of the 86-14 per cent and will adjust their portion of the TIP accordingly.

It will be necessary, as the other jurisdictions also take this option, that adjustments be made in the TIP to accommodate the larger federal aid portion for projects on the urban system.

Please take the necessary steps to comply with the city's request.

ebg

attachment

PROJECT MANAGEMENT
DEC - 3 '76
REFER TO Prange
FOR
Info | Investigate | R/D | Action ✓ | File

Hopkins
Harwell
Holmes ✓
Prange R
Unrein

RECEIVED
DEC 6 - 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Faus

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S. W. Macadam Corridor Study

Date September 30, 1976

Highway Oswego

Authorization No. 1

County Multnomah

Survey Prefix 26-1985 (Assigned by Salem office)

Description of termini, route, length, etc.:

The study area is the Macadam corridor between the Ross Island Bridge and the Sellwood Bridge.

Purpose of Survey: To conduct and coordinate activities to improve this transportation corridor.

Purpose of survey:

RECEIVED
COUNTY & CITY SECTION
OCT 20 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ RE ☐ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

Estimate of cost: 903 $15,000

M 9565(1)
9/28/76

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 15,000
Previous authorization	---
Additional authorization requested	---
Additional authorization approved (Salem)	---
Total all authorizations approved (Salem)	15,000

Requests made by:
K. D. LIMBOCKER Field Engineer

Recommended for Approval:
MAX KLOTZ Regional Engineer

Recommended for Approval:
Frank E. Pespin Location Engineer

Approved:
Deputy State Highway Engineer

SP*23604-734

9-28-76
FAUS

CRAG TIP

LETTER OF APPROVAL AND/OR AUTHORIZATION

M 9565(1)
STATE PROJECT NO.
S W Macadam Avenue

FROM:
G. L. Green, Division Adm.
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-92

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 30 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	9-28-76	FAU 9565
		STATE ROUTE NUMBER Primary 3

GENERAL LOCATION:

SR 43 Ross Island Bridge to Sellwood Bridge (Portland)

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW
(See below for limitations)

PRELIMINARY ENGINEERING XXXXXXXXXX
☒ XXXXXXXXXXXX
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Program Approval
(TEC $15,000 - FF $12,800)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. RUlien's 9-10-76 memorandum, I approve this project for inclusion in the Federal-aid program and concur that it is a non-major action as set forth in FHPM 7-7-2, Para. 10e.

Also, as requested you are authorized to proceed with preliminary engineering necessary to develop alternative solutions to traffic congestion and circulation problems including a preliminary design report and a project environmental assessment at a total estimated cost of $15,000 - Federal funds $12,800.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-28-76	G. J. Wolach	Division Administrator

FORM PR-1240 (Rev. 8-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE 1975

September 10, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM ORIGINAL SIGNED BY
L. W. RULIEN
L. W. Rulien
Program Management Engineer

SUBJECT Program Data Submission
Project Nos. M-9326(1) and M-9565(1)
Multnomah County

We are submitting program data for the following two projects:

Item No.	Project Number	Project
91	M-9326(1)	Hollywood District Transportation Study
92	M-9565(1)	S.W. Macadam Avenue Corridor Study

These projects have been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request for each project the following:

(1) Approval of the program for inclusion in the Federal-aid Urban System Highway Program.

(2) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering necessary to accomplish the study at an estimated total cost of $15,000 with obligation of $12,800 in Federal funds.

A copy of the State Clearinghouse A-95 review letter of approval was previously forwarded.

JLG:md

Encl.

cc: R. N. Bothman (Metro)
E. L. Hardt (Region 1)

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	September 10, 1976

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (43 typewriter spaces) SR 43, Ross Is. Br. to Sellwood Br.(Portland) 21 65	ADT	PRESENT N/A	FUTURE N/A (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 9565 7

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Multnomah		
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. M	FEDERAL-AID 9565* (32)	STATE 3 (36)	U.S. --- (37)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			2.64	15,000	12,800	1,100	1,100 (City)
5					ROW							
5					CONST (CODE)		"S.W. Macadam Ave. Corridor Study"					
CARD 1	CODE 1	PREPARED BY	JLG				PROJECT TOTALS	2.64	15,000	12,800	1,100	1,100 (City
1	14	PROGRAM APPROVAL DATES							(19) (23)	(24) (33)	REMARKS	

*Old FAP 3

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

September 10, 1976

T LOCATION (45 typewriter spaces) 65	**ADT**	PRESENT (66) (70)	FUTURE (71) (72)	YEAR	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
3, Ross Is. Br. to Sellwood Br.(Portland)		N/A	N/A	96	10	Oregon	41	W36	92

ORK (35 typewriter 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14 23	NUMBER 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27
ering								M-	9565	(1)		

Urban System	COUNTY NAME Multnomah	CODE 051 (14) (16)	PROGRAM STAGE
Portland	ROUTE NO. M — FEDERAL-AID 9565* (32) — STATE 3 (36) — U.S. ---- (37) (41)		☐ 1 OR ☒ 2

ORK TYPE 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (75)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			2.64	15,000	12,800	1,100	1,100 (City)	
W								
NST E)		"S.W. Macadam Ave. Corridor Study"						
JLG		PROJECT TOTALS	2.64	15,000	12,800	1,100	1,100 (City)	

AL DATES

(16) (23) (24) (33) REMARKS

*Old FAP 3

-Over-

S.W. MACADAM AVE. CORRIDOR STUDY

PROJECT NO. M-9565(1)

Project Data: A study to identify and analyze transportation problems by conducting and co-ordinating activities which will bring a significant transportation improvement into being. This program will consider projects throughout the corridor, not just on the major street. Upon project identification formal assessments will be developed and the project or projects programed.

IM 50-1-70 Requirements:

(a) State Clearinghouse--A-95 review letter of approval dated September 9, 1976.

(b) District 2 Clearinghouse--Included in the FY 77 TIP element. Therefore, A-95 review considered saitisfied.

FHPM 7-7-2 Requirements: Assessment not required for study.

Note: This project is in Congressional District No. 3.

1183

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

AGENDA
SEP 28 1976

DATE: September 23, 1976

TO: Oregon Transportation Commission

FROM: ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

Presented for your consideration at the September 28 meeting will be ten requests for approval of Urban System projects.

Nine of the project requests were received from the City of Portland and one from Washington County. The projects are described as follows:

The Hollywood District Transportation Study, estimated to cost $15,000, to develop a solution to traffic congestion and related air, noise and safety problems.

The Macadam Avenue Corridor Study, estimated to cost $15,000, to produce a listing of projects that can be funded, designed and constructed to provide a significant transportation improvement in that portion of the corridor lying between the Ross Island and Sellwood Bridges.

A project to expand the computer controlled traffic signal system to include 21 intersections in the Central Business District at an estimated cost of $37,500.

A project on Macadam Avenue, estimated to cost $400,000, for the installation of four traffic signals and roadway widening to provide left-turn refuges and pedestrian crossings at Boundary, Pendleton, Nebraska and Virginia Streets.

An estimated $20,000 project to install traffic signals at the intersection of N.E. Broadway and 9th Avenue.

A signal improvement project, estimated to cost $49,500, to replace the existing three-dial operation with fully actuated operation at the intersections of W. Burnside at 23rd Avenue and S.W. 1st Avenue at Arthur Street.

An estimated $42,350 project to interconnect 43 signalized intersections with existing systems at various locations throughout the city.

A traffic signal replacement project, estimated to cost $409,500, to replace all signal equipment at ten intersections on S.W. 4th Avenue.

A project on Barbur Boulevard at 3rd and Miles, estimated to cost $48,000, consisting of complete replacement of existing semi-actuated signals with new equipment including fully actuated control equipment.

Washington County has requested a project, estimated to cost $136,000, to replace an existing 12-ton limit bridge with a modern concrete structure on S.W. 65th Avenue in Tualatin.

Federal Urban System funds for these ten projects is estimated at $1,008,650 with the State providing approximately $82,100 in match funds and an equal amount being contributed by the local entities of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects and request authority to sign the project agreements for and on your behalf.

Att.

MCH:sch ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
E. L. Hardt
L. W. Rulien
L. E. George
V. E. Skoog
D. N. Harwell
George Bell

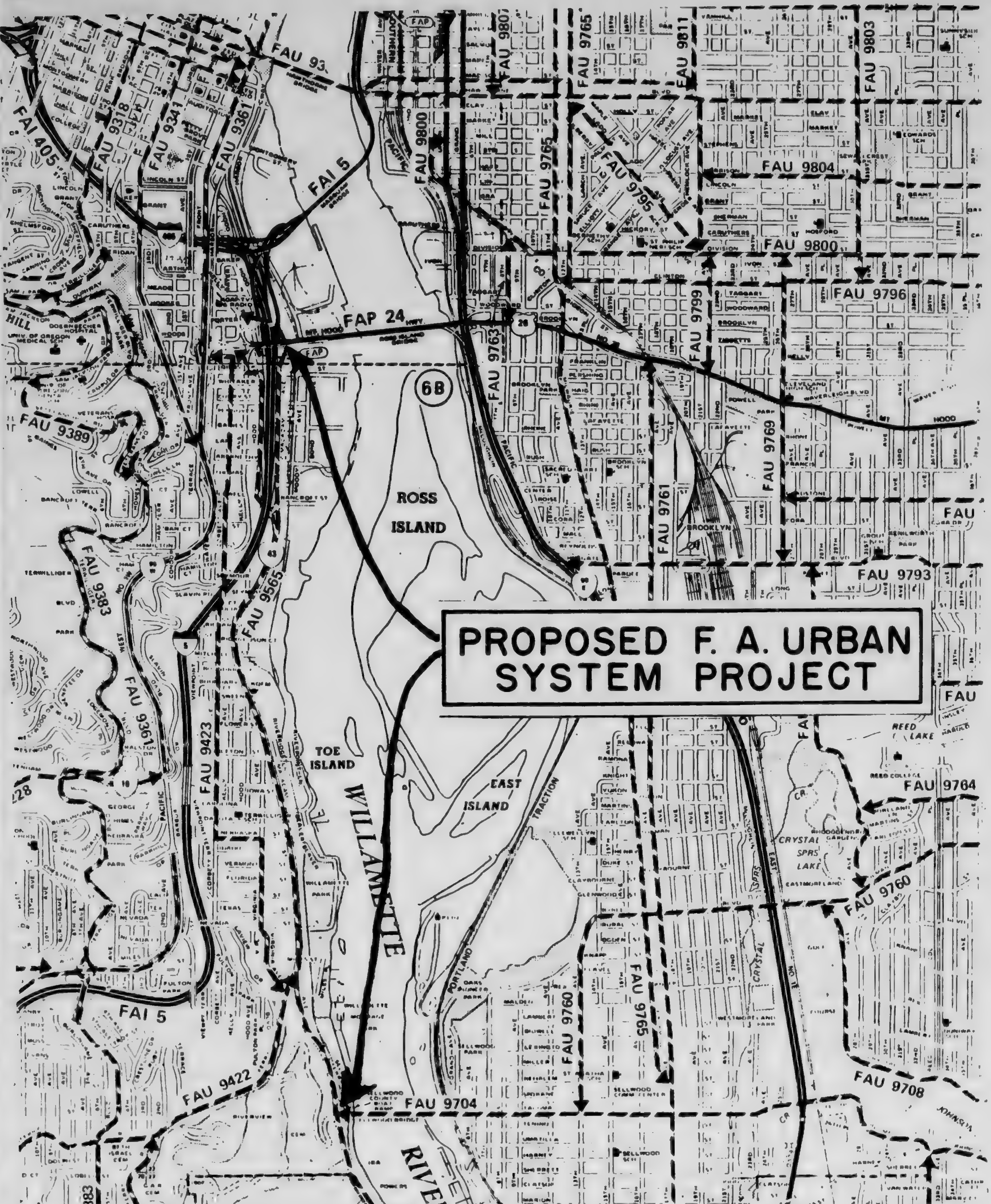
CITY OF PORTLAND
Proposed Urban System Project

S. W. Macadam Avenue Corridor Study
Development Program
$15,000

Conduct a study that will produce a significant transportation improvement in the Macadam Avenue Corridor between the Ross Island and Sellwood Bridges. The purpose of this study is to produce a listing of viable projects that can be funded, designed and constructed.

The City of Portland will conduct the study.

76-i
9/14/76



PROPOSED F. A. URBAN SYSTEM PROJECT

FAI 405
FAU 9318
FAU 9341
FAU 9361
FAU 93
FAI 5
FAP
FAU 9800
FAU 9807
FAU 9765
FAU 9811
FAU 9803
FAU 9795
FAU 9804
FAU 9800
FAU 9796
FAU 9799
FAP 24
6B
FAU 9763
FAU 9389
FAU 9769
FAU 9761
ROSS ISLAND
FAU 9383
FAU 9565
FAU 9793
FAU 9423
FAU 9369
TOE ISLAND
EAST ISLAND
WILLAMETTE
RIVER
FAU 9764
FAU 9760
FAU 9760
FAU 9765
FAI 5
FAU 9422
FAU 9704
FAU 9708
FAU 9383
9445
HILL
CRYSTAL SPRS LAKE
REED LAKE
BROOKLYN

September 15, 1976

TO: Executive Department
Federal Aid Coordination Unit

ORIGINAL SIGNED BY
[illegible]

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Urban System projects.

Item No.	Project No.	Section Name & PMRS No.
91	M-9326(1)	Hollywood District Transportation Study
92	M-9565(1)	S.W. Macadam Avenue Corridor Study #7607-2-1160

JLG:dpy

Enc.

cc: G. L. Green (FHWA)
D. E. Swan

September 3, 1976

Mr. William H. Young, Administrator
Executive Department
Intergovernmental Relations Division
Federal Aid Coordination Section
240 Cottage Street S.E.
Salem, OR 97310

Dear Mr. Young:

SUBJECT: Notice of Intent
Hollywood District Study
S.W. Macadam Corridor Study

Included with the CRAG Transportation Improvement Program, now before you for review, are two studies for the identification of projects in the subject areas. Information is available for the Highway Division to proceed with programing of these studies. It is our understanding that A-95 clearance of CRAG's TIP will permit us to proceed with programing.

Would you please give this matter special attention so that Portland may proceed with their investigations. Project reference is in CRAG TIP pages 11, 12, 38 and 39.

Very truly yours,

George N. Hopkins
Project Development Engineer

BLG:ljt

cc: Max Klotz
D. E. Swan

✓ ②

6/5/75

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date Aug. 23, 1976

Applicant Agency City of Portland

Federal Aid System Route No. 9565 Route Name S.W. Macadam

Project Name Traffic Signals - Macadam Ave.

Project Length 1.2 miles Project Location (Attached sketch map

Project Description Installing of 4 traffic signals along with roadway widening to provide for left turns and pedestrian crossing on Macadam Ave. at Boundary, Pendleton, Nebraska and Virginia.

Average Daily Traffic 20,000 v.p.d. Design Speed Posted Speed 35 m.p.h.

RECEIVED
COUNTY & CITY SECTION
SEP - 1 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Complete Applicable Section

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)
(40-60 ft)

Width Varies Travel Lanes 4 Shoulders None

Median None Parking None

Sidewalk West side of Macadam

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 60 ft. Travel Lanes 5 Shoulders None

Median None Parking None

Curbed Yes Width Curb Face Varies

Sidewalk [illegible]

Other

[illegible] Remove railroad tracks and relocate overhead utilities.

Description of Proposed Roadway Work Widen roadway on existing right-of-way to 60 ft. for 300 ft. north and south of Boundary and Nebraska and to 60 ft. for 800 ft. north and 400 ft. south of Virginia St. and install new curbs.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80 ft. Minimum ________ Maximum ________

2. Will Additional Right-of-Way Be Needed? No Explain Railroad tracks on existing right-of-way will be removed to provide space for roadway widening.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? ________

4. Will applicant acquire right-of-way and have State review negotiations?
Yes ____ No X

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes ____ No X

7. Is a public hearing necessary? No
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or businesses?
No If so, explain ________
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain ________

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location S.W. Macadam Ave. at Boundary, Pendleton, Nebraska and Virginia.
Type Fully actuated
Phases Five
Type of Suspension Span Wire

Interconnected Yes
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? By City

4. Permanent Striping:

Include in project or by applicant? By City

IV. ILLUMINATION DATA Not Applicable.

1. Present Illumination and Location:

2. Proposed Illumination:

Location
Type

V. STRUCTURE DATA Not Applicable.

1. Existing Structure:

Location
Type
Size
To Remain in Place?

2. Proposed Structure:

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? No

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

   Type of existing crossing
   Existing crossing protection

   Name of Railroad
   Number of tracks: Mainline Siding 1 Total 1
   Angle of Intersection Parallel to S.W. Macadam Ave.
   Sight distance: (Direction) Distance
   (Direction) Distance
   Number of Trains: Passenger None Speed
   Freight None Speed

2. Will existing railroad crossing be altered? Railroad track is no longer in use and will be removed.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Bur. of Planning, Bill Dirker
   Office
2. Environmental — Bur. of Planning, Bill Dirker
   Office
3. Public Hearing — Bur. of Planning, Bill Dirker
   Office

REMARKS: ______

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections ______

2. Does the applicant desire to perform the project preliminary engineering?
Yes X No ______

Does the applicant desire to perform the project construction engineering?
Yes ______ No X

(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 180,000
Right-of-Way Costs (if participating)	
Traffic Control	180,000
Illumination	
Structures	
Railroad	
Other ______	
Preliminary Engineering	40,000
PROJECT TOTAL	$ 400,000

FOOTNOTES: City share of funding is included in City's 1976-77 Budget. Blanket project for new traffic signals was included in CRAG submittal.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Portland and/or ______ County

By D E Bergstrom
D.E. Bergstrom, City Traffic Engr.
By ______

By ______
By ______
By ______

OREGON STATE HIGHWAY DIVISION **FILE: INT 5**

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

July 26, 1976

FROM: JEF KAISER
Environmental Planner

SUBJECT: Environmental documentation for four intersection improvements on Macadam Avenue

TO: MEMO TO THE FILE

At the request of the city of Portland, I examined the proposed intersection improvements on Macadam Avenue to determine the type of environmental documentation required.

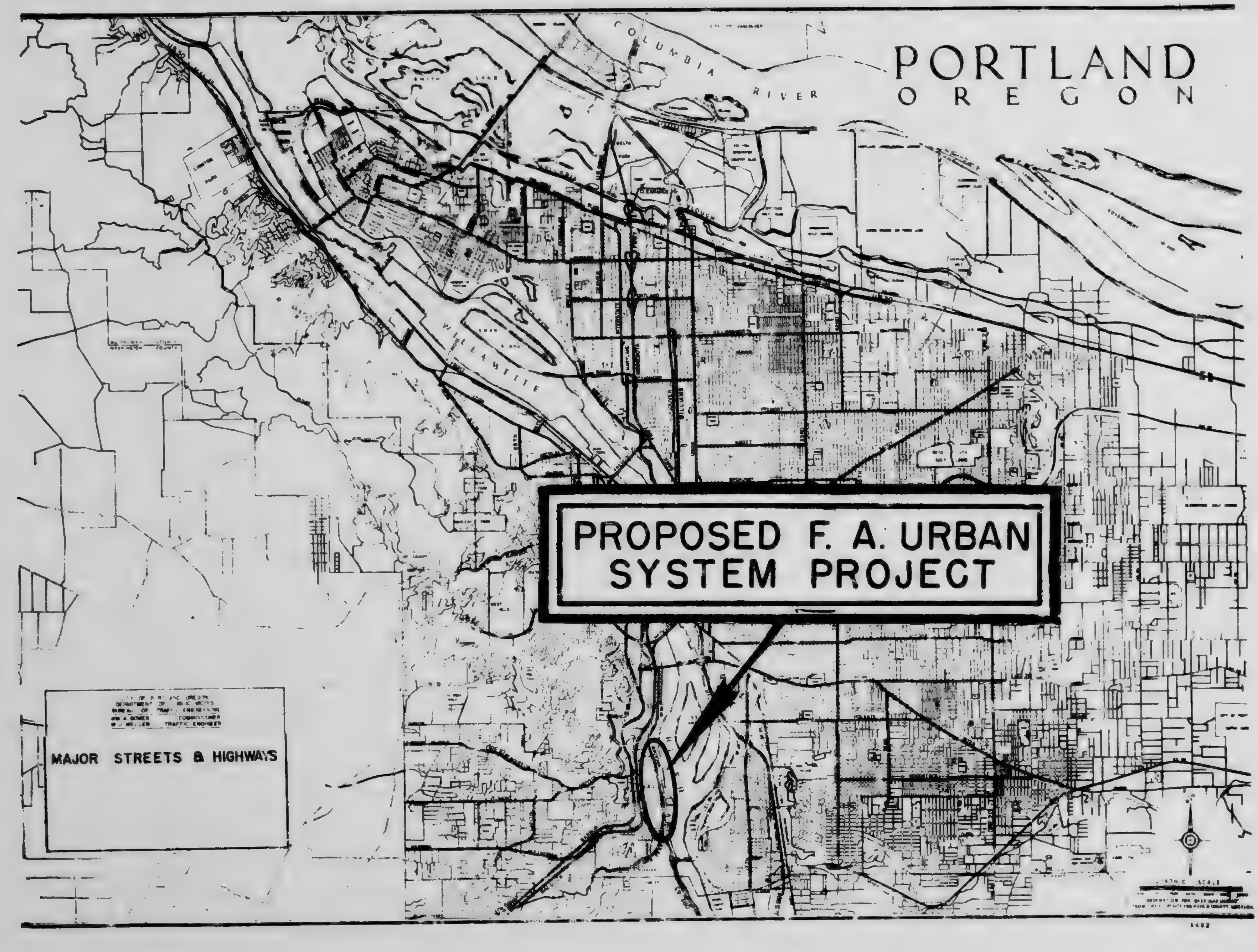
The improvements along Macadam Avenue would occur at the intersections of Southwest Virginia Avenue, Southwest Nebraska Street, Southwest Pendleton Street, and Southwest Boundary Street. Left-turn refuges and a left-turn signal phase are proposed for each of the above intersections for traffic turning off of Macadam.

All necessary widening would be within city-owned right-of-way. A Southern Pacific Railroad spur, which was located on city property by franchise, would need to be removed. This does not present a problem, however, as the franchise has subsequently been dropped because Southern Pacific no longer has need for the spur.

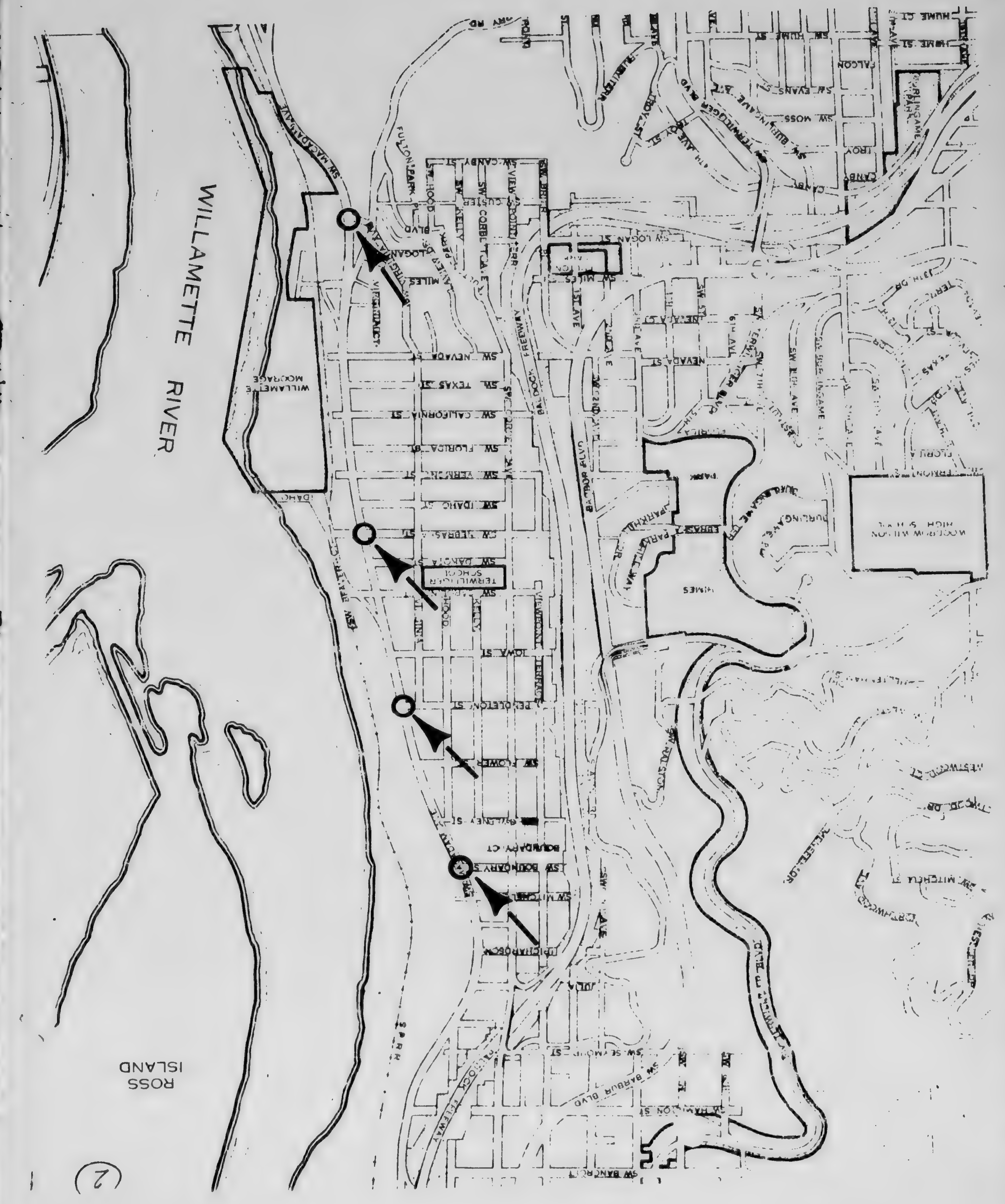
In light of the fact that no additional right-of-way is required, and no significant adverse impacts are foreseeable, I would recommend that all four intersection improvements be included under one project to come under the Statewide Safety Assessment. Upon receipt of the project application from the city, I will initiate the recommendation for inclusion under the statewide assessment.

ebg

cc: G. A. Potter
[redacted]


PORTLAND
OREGON
COLUMBIA RIVER
WILLAMETTE
CITY OF PORTLAND OREGON
DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING
WM. A. BOWES COMMISSIONER
WELLER TRAFFIC ENGINEER
MAJOR STREETS & HIGHWAYS
GRAPHIC SCALE
1482

PROPOSED F. A. URBAN
SYSTEM PROJECT


WILLAMETTE RIVER
ROSS ISLAND
WILLAMETTE MOORAGE
SW MACADAM AVE
FULTON PARK
SW CANBY ST
SW LOGAN ST
SW MILES ST
SW NEVADA ST
SW TEXAS ST
SW CALIFORNIA ST
SW FLORIDA ST
SW VERMONT ST
SW IDAHO ST
SW NEBRASKA ST
SW DAKOTA ST
TERWILLIGER SCHOOL
IOWA ST
PENDLETON ST
SW FLOWER ST
GAINES ST
BOUNDARY CT
SW BOUNDARY ST
SW MITCHELL
SW RICHARDSON
JULIA
SW SEYMOUR ST
SW BARBUR BLVD
SW HAMILTON ST
SW BANCROFT
BALDOCK FREEWAY
BARBUR BLVD
SW TERWILLIGER BLVD
SW HUME ST
SW EVANS ST
SW MOSS
TROY ST
BURLINGAME PARK
WOODROW WILSON HIGH SCHOOL
HIMES
PARK
S P R R
SW STANTON CT

(2)

115

26-1302
120

ME PE PR1 PR2 DE
O.S.H.D. - METRO
AUG 10 1976
FILE

THE CITY OF
PORTLAND
OREGON

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

BUREAU OF
PLANNING
ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR. 97204

PLANNING
503 248-4253

ZONING
503 248-4250

August 9, 1976

Max Klotz, Planning Engineer
Metropolitan Division, Highway Division
5821 NE Gleason Street
Portland, Oregon

Subject: Southwest Macadam Corridor Project Development Program

Dear Max:

Pursuant to our telephone discussion, this letter will enlarge upon the products intended from the SW Macadam Project.

Page 1A of the project request states, in the last sentence, "The product of this activity will be a cohesive program of fundable projects ready to design and to construct." This envisions projects to be initiated in the current fiscal year and programmed in the immediately forthcoming fiscal years in the current Transportation Improvement Program. This project will also provide firm guidelines for non-transportation improvement program projects.

This should be envisioned as a miniature corridor study. Attached is a copy of the Sunset-Banfield Transitway Corridor Studies listing five purposes of the Studies. The purposes of the Macadam Corridor Project are similar, although the $15,000 budget makes an obvious difference in the scale of the effort. I envision a document as the final product providing guidelines for the numerous projects proposed for the Corridor. Most of these projects are indicated on page 52 of the Project Request. Independent projects, when initiated, could than be measured against this guideline document for consistency to produce a cohesive corridor program.

I trust this meets your requirements.

Very truly yours,

Bill

W.S. Dirker
Transportation Coordinator

WSD:jn
attachment

SUNSET-BANFIELD TRANSITWAY CORRIDOR STUDIES

The attached work programs are proposed for the consideration of the CRAG Board and applicable agencies to facilitate the preparation of needed detail for forwarding the proposed Sunset and Banfield Transitways under the Mt. Hood Freeway withdrawal program.

The work programs define the various tasks to be undertaken, identify agency responsibilities and establish a schedule whereby the work activities will be accomplished to prepare each of the two corridor studies.

The purposes of the two corridor studies are fivefold:

1. Prepare preliminary engineering alternatives, cost estimates and construction scheduling for each transitway compatible with the corridor's transit service analysis.
2. Prepare an environmental impact statement for each corridor, including secondary service demands that might be placed on any jurisdiction as a result of transitway implementation.
3. Insure fiscal feasibility and identify construction, operation and service funding source for any selected alternative.
4. Perform a detailed evaluation of the interrelationships associated with the transitway corridor, potential transit stations and surrounding land uses to the end that corridor land development plans may be developed.
5. Identify needed information to meet the requirements of Interstate transfer provisions, particularly the amount of interstate mileage to be designated in each corridor.

The general agency responsibilities have been proposed on the following basis:

[illegible] F+US

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
August 2, 1976
Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager GAP
Environmental Section

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Project Assessment
Macadam Ave. Intersection
Improvements (signals and
left turn refuges),
Portland, Oregon
Multnomah County

OSWEGO HWY FAU-9565

The subject high hazard intersection improvements project on Macadam Avenue at SW Virginia, SW Nebraska, SW Pendleton, and SW Boundary Streets has been assessed and evaluated for its impact on the quality of the human environment.

It has been determined that no new right-of-way will be required, and that this project is of a type for which the statewide assessment for safety projects is applicable. The statwide assessment classified this project as Non-Major.

GAP:ss

cc: E. S. Hunter
R. N. Bothman
Jef Kaiser

RECEIVED
COUNTY & CITY SECTION
AUG - 9 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☒ UPE ☑ CE ☒ RE ☒ RPE ☐

PROJECT MANAGEMENT
AUG -2 '76
REFER TO Ben R
FOR
Info	Investigate	R/D	Action	File	Letter	See me

8-3-76

KLOTZ SAYS:
NO FORMAL REQUEST SENT
IN BY METRO FOR THIS
FAUS PROPOSED PROJECT.
THIS LETTER IS PREMATURE.

Ben

GARY I'm HOLDING
THE LETTER.
Ben

Gary

26-1302
220

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

July 2, 1976

PRI PRO DE
METRO
JUL 8 1976
FILE

R. N. Bothman
Assistant State Highway Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland, Oregon 97213

Re: Ross Island Bridge - Sellwood Bridge Section
SW Macadam Avenue (Oswego Highway FAU)

Dear Mr. Bothman:

Enclosed are the project request and project assessment for Federal Aid Urban Project No. 9565, for project development within the Macadam Avenue corridor between the Ross Island Bridge and the Sellwood Bridge.

Responsibilities of the State would be as follows:

1. Prepare program development agreement for the project.

City responsibilities would include:

1. Execution of agreement and payment of advance deposit for program development.
2. Program development as described in the project request.

This project has been included in the FY 75-76 annual element of the CRAG Transportation Improvement Program (TIP) by action of the CRAG Board on June 24, 1976. City 11% matching funds are available in the City's FY 76-77 budget.

Your consideration of this project request is appreciated.

Very truly yours,

John M Lang

JOHN M. LANG, CHIEF
Bureau of Street and Structural Engineering

STR:lr

Encl.

Rev. 6/5/75

RECEIVED
COUNTY & CITY SECTION
AUG 17 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date July 2, 1976

Applicant Agency City of Portland

Federal Aid System Route No. ________ Route Name Oswego Highway

Project Name Ross Island Bridge - Sellwood Bridge Section - Macadam Avenue Corridor (Oswego Highway) Project Development Program

Project Length 13,000 feet Project Location (Attach sketch map)

Project Description See page 1a and 1b

Average Daily Traffic 17-28000 ADT Design Speed 35-45 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 36-40 Travel Lanes 4 Shoulders curbed

Medians ________ Parking Allowed on east side-Bancroft to 1000' N.

Sidewalks 5 to 10 feet-southerly 9000 feet on east side has no sidewalks

Other ________

2. Desired Roadway Cross Section: (Attach sketch) TO BE DETERMINED

Width ________ Travel Lanes ________ Shoulders ________

Medians ________ Parking ________

Curbed ________ Length Curb Radii ________

Sidewalk/Bikeway ________

Other ________

FOOTNOTES: ________

Description of Proposed Roadway Work Proposed modifications to Macadam may include traffic control, bus turnouts, left turn refuges, [illegible] and other improvements to be developed by project.

SW MACADAM CORRIDOR PROJECT DEVELOPMENT PROGRAM

Project Description

Conduct and coordinate activities that will bring a significant transportation improvement into being. These activities lie between systems planning and project engineering and design. This program will consider projects throughout the corridor, not just on the major street. This corridor presents a multitute of interacting problems. Major land use changes in the corridor are in process. Traffic and pedestrian safety are current problems and will increase with development. Transportation service to adjacent land conflicts with through traffic capacity. Access to the corridor conflicts with neighborhood land use. Transportation may contribute to adverse air quality conditions and corrective measures may be required to meet standards. This is an important transit route and a new park and ride facility at Lake Oswego to be built next year will increase this importance. Several public and private planning and development projects are active in this corridor. A variety of funding sources for transportation projects are available. The product of this activity will be a cohesive program of fundable projects ready to design and to construct.

WORK PROGRAM

MACADAM AVENUE PROJECT DEVELOPMENT

Section I - Transportation Problems

A. West end Ross Island Bridge

1. Limitations on some change of direction movements
2. Excessive traffic impacts in Corbett and Lair Hill neighborhoods
3. Traffic safety
4. Provision for movements for which there may be alternatives and therefore could be reduced or removed
5. Lack of effective interface between south and southeast transit service that would reduce auto demand
6. Impacts of traffic metering proposals

B. Macadam, between Ross Island Bridge and Sellwood Bridge

Serves as a regional principal arterial and transit corridor and also as local access to adjacent property

1. Signalization policy, limits to through capacity
2. Use of local service neighborhood streets as collectors
3. Impacts on residential areas
4. Air quality
5. Development restraints; parking, transit service, access
6. Traffic and pedestrian safety
7. Impact on parks

C. West end of Sellwood Bridge

Capacity and safety problems. Multnomah County will undertake a preliminary engineering project to address problems. This activity must be coordinated with State, Tri-Met, City and Macadam Avenue Task Force.

D. Taylor's Ferry Road intersection

1. Traffic and pedestrian safety
2. Capacity constraints
3. Limitations on some directional movements
4. Impact on collector (Taylor's Ferry) and local streets (Virginia, Corbett) and adjacent land

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 90

2. Will Additional Right-of-Way Be Needed? /to be determined by project Explain some projects may be developed which may require easements

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? include in projects developed by this project

4. Will applicant acquire right-of-way and have State review negotiations?
Yes________ No XX

5. Should State negotiate and acquire right-of-way in behalf of applicant?
Yes, for projects developed by this project which require additional right of way

6. Should State prepare options? Yes________ No X

7. Is a public hearing necessary? may be required for projects developed by this project

(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
possibly If so, explain to be determined

(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? yes
If so, explain Access to Willamette Park, Powers Marine Park may be improved by projects developed by this project.

III. TRAFFIC CONTROL DATA

1. Existing Signalization:

Bancroft, Hood, Macadam intersection; Virginia intersection

2. Proposed Signalization:

Location Other projects put signals at Macadam and Virginia, Boundary, Pendleton and Nebraska, other signals to be determined by this project.

Type________

Phases
Type of Suspension
Interconnected
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? in projects developed by this project

4. Permanent Striping:

Include in project or by applicant? in projects developed by this project

IV. ILLUMINATION DATA

1. Present Illumination and Location:

Mixed sodium and mercury vapor on wood poles; variable intervals (100 foot minimum, 200 maximum - both sides); southerly mile of project not now illuminated

2. Proposed Illumination:

Location to be determined by project
Type

V. STRUCTURE DATA

1. Existing Structure:

Location 1. Macadam Ave to Kelley and Hood Aves and west end of Ross Island Br.
2. Macadam Ave at Sellwood Bridge overcrossing of northbound lane
Type 1. reinforced concrete
2. timber with reinforced concrete deck and AC overlay
Size
To Remain in Place?

2. Proposed Structure:

Location to be determined by project

Is a particular type of structure and design desired? to be determined by project

Approximate size of proposed structure

Are sidewalk/bikeways desired? yes

Are any utilities to be attached to structure? yes

FOOTNOTES:

Are provisions for illumination desired? Yes (if need is determined by project

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? yes Location between SW Sweeney and SW Boundary Streets

Type of existing crossing Grade
Existing crossing protection none

Name of Railroad SPRR
Number of Tracks: Mainline Siding 1 Total 1
Angle of Intersection 10° east side; 70° west side
Sight Distance: (Direction) southerly Distance 1 mile
(Direction) westerly Distance 100 feet to end of rail
Number of Trains: Passenger Speed
Freight 1/month or less Speed 0-5

2. Will existing railroad crossing be altered? to be determined by project

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed on pages 51 and 52 of the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Bureau of Planning - Bill Dirker
Office
2. Environmental Bureau of Planning - Bill Dirker
Office
3. Public Hearing Bureau of Planning - Bill Dirker
Office

REMARKS: ______________________________

VIII. GENERAL INFORMATION

1. Other work or conditions not covered by preceding sections
to be determined by project such as traffic diverters, street closures, traffic metering, bus turnouts, etc.

2. Does the applicant desire to perform the project preliminary engineering?
Yes__________ No__________

Does the applicant desire to perform the project construction engineering?
Yes__________ No__________
This will depend on nature of projects developed by this project
(NOTE: Utilization of local forces to perform preliminary and construction engineering requires the prior approval of the State and Federal Highway Administration. In all instances, State will prepare final plans, advertise, and award project contracts.)

3. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$
Right-of-Way Costs (if participating)	
Traffic Control	
Illumination	
Structures	
Railroad	
Other development of project program	15,000
Preliminary Engineering	
PROJECT TOTAL	$ 15,000

FOOTNOTES: other resources may be employed to supplement FAU Funds - See page 5a

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Portland and/or ______________ County

By
Cowles Mallory, City Engineer
By
Ernie Bonner, Bureau of Planning

By ______________
By ______________
By ______________

Sect. II - Resource Requirements

Analyze problem, evaluate solutions, describe recommended project for solution in sufficient detail as to features, costs, effects and environmental impacts to permit inclusion of project in Transportation Improvement Program.

	Manhours		
	Principal	Technician	Other
A. West end Ross Island Bridge			Sts/Struc-8
			ASP-16
1. Directional movements	24	16	Traf. Eng.-8
2. Impacts	16	8	DEQ
			BNE-16
3. Safety	16		Traf Eng-8
4. Alternate movements	16	8	Traf Eng-16
5. Transit	16		Tri-Met
6. Traffic metering	16		Traf Eng-16
Subtotal Task A	112	32	Others-88
B. Macadam			
1. Signalization	16	8	Traf Eng-16
2. Local streets	16	8	Traf Eng-16 ASP-16
3. Impacts	16		DEQ,BNE-16
4. Air Quality	16		DEQ
5. Development	32	16	Traf, Tri-Met 8
6. Safety	16		Traf -8
7. Parks	24		Parks-8
Subtotal Task B	136	32	Others-88
C. Sellwood Bridge			
1. County coordination	24		City Eng-16 Traf-16
Subtotal Task C	24		Other-32
D. Taylors Ferry			
1. Safety	[illegible]	8	Traf-16
2. Capacity	[illegible]		Traf-16
3. Directional movements	[illegible]	8	Traf-16 ASP-16
4. Impacts			
Subtotal Task D	[illegible]	16	Others-[illegible]
Total	[illegible]	80	Others-2[illegible]
Contingencies - 15%	[illegible]	12	[illegible]
Total Project	[illegible]	92	31[illegible]

918-3

1859

OREGON STATE
HIGHWAY DIVISION

May 7, 1976

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

EDWARD L. ALLIS
Director of Operations
Macadam Investors Oreg.,Ltd.
#200 - The Water Tower
5331 Southwest Macadam Avenue
Portland, OR 97201

Subject: Pedestrian overpass - Macadam Avenue

You have requested the necessary steps required to allow Macadam Investors to build a pedestrian overpass across Macadam Avenue, connecting portions of your facility on either side of the street.

ORS 271.430 spells out the legal requirements for granting such permission. A copy of this statute is attached for your information.

If you wish to pursue this matter, or have any questions, please feel free to contact me.

MAX J. KLOTZ ebg
Metro Planning Engineer

ebg

attachment

cc: H. S. Coulter
J. B. Boyd
E. L. Hardt

without its corporate limits may rent, lease or otherwise give possession of such real property for the purpose of conducting such rodeos, baseball games, football games, racing and exhibitions generally as are authorized under the laws of this state.

271.420 City bonds as payment for land sold by city. By ordinance duly passed by its governing body, any incorporated city or town may authorize the acceptance of its general obligation bonds or interest coupons, or both, in payment of the purchase price of any lands acquired and for sale by such city or town.

271.430 Lease of space above or below street or highway; effect on prior dedication or grant for public purpose. The state or any political subdivision holding the easement or fee title to a street or highway may lease the space above or below that street or highway for private purposes for such period as the governing body determines the space will not be needed for public purposes, and upon such other terms and conditions as the governing body finds to be in the public interest. Before leasing the space, the governing body shall determine that the use of the space will not unreasonably interfere with the public use and utility use of the street or highway, and shall notify the property owners abutting the space proposed to be leased under this section and give them an opportunity to be heard with respect to the proposed leasing. Lease of space above or below a street or highway for private purposes shall not affect prior dedication or grant of the area for street or highway purposes.
[1969 c.586 s.2]

Received
4/22/76
(B)

271.440 Agreements for location of transmission lines on property of public agencies. The State of Oregon, any municipal corporation, including counties, incorporated cities, school districts, reclamation districts, irrigation districts and other public bodies of any kind owning or controlling any real property or rights therein, may enter into agreements with the United States or any agency thereof, relative to the conditions for and places where electrical and other transmission lines may be placed and maintained across any such property, which agreements may be in perpetuity or for such length of time as may be specified. However, no such agreement shall affect the constitutional rights of any owners of private property who do not join therein.
[Formerly 758.030]

ACQUISITION AND DISPOSITION OF INDUSTRIAL FACILITIES

271.510 Definitions for ORS 271.510 to 271.540. As used in ORS 271.510 to 271.540, unless the context otherwise requires, the following words and terms shall have the following meanings:

(1) "Governing body" means the board or body in which the general legislative powers of any county or city are vested.

(2) "Industrial facility" means any land, any building or other improvement, and all real and personal properties, including but not limited to, machinery and equipment deemed necessary in connection therewith, whether or not now in existence, which shall be suitable for use for industrial, commercial, manufacturing or warehousing purposes, but shall not include port facilities or facilities for any purposes or enterprises which are subject to regulation by the Public Utility Commissioner of Oregon.
[1965 c.553 s.2]

271.520 Declaration of legislative purpose. It is hereby declared that there is a need for the continued development of industrial, commercial, manufacturing and warehouse facilities to insure the growth and prosperity of the state, and of the counties and cities within the state. It is the purpose of ORS 271.510 to 271.540 to provide the counties and cities within the state with the power to acquire title by gift, grant or construction to one or more industrial facilities and to lease, sell and convey such facilities to any person, firm, partnership or corporation, either public or private. It is further declared that the acquisition of title to such facilities and the lease, sale and conveyance of such facilities as provided by ORS 271.510 to 271.540 is a public purpose and shall be regarded as performing an essential governmental function in carrying out the provisions of ORS 271.510 to 271.540.
[1965 c.553 s.1]

271.530 Powers of counties and cities to acquire and dispose of industrial facilities. In addition to any other powers which they may now have, and notwithstanding any law to the contrary, each county and city shall have the following powers:

JOHNS LANDING

ME EE PR1 PR2 DE
O.S.H.D. = METRO
APR 12 1976
CF
FILE T/A

April 9, 1976

Mr. Max Klotz
Metropolitan Planning Engineer
Oregon State Highway Division, Metropolitan Section
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Klotz:

Re: Pedestrian Overpass - Macadam Avenue

Plans are progressing fairly rapidly for the commercial area directly east of the Water Tower Building on the east side of Macadam Avenue. Part of the original Master Plan of the entire Johns Landing Development called for a pedestrian walkway across Macadam Avenue that would serve The Water Tower and the commercial/retail areas on both sides of the State highway.

While plans for the use and construction of such a walkway are only in the very early planning stages, it is our desire to find out from your office what procedures are to be followed if it is decided that Johns Landing can build a walkway above Macadam. It is our opinion that such a walkway will greatly assist visitors from one retail area to the other without having to cross Macadam Avenue at ground level without the benefit of any crosswalk or traffic signal. Even today the situation is extremely dangerous as evidenced by the fact that one young man has been killed and a young boy seriously injured in the immediate area.

It would be most helpful if you could outline for us the necessary steps to follow, and any fees which might be involved in the undertaking of such a project. Your cooperation is appreciated.

Very truly yours,

Nick Allis

Edward L. Allis, Director
of Operations

cc: William F. Courter

Macadam Investors Oreg., Ltd.
#200 - The Water Tower
5331 Southwest Macadam Portland, Oregon 97201
Phone (503) 228-9431

9162

April 21, 1976

City of Portland
City Hall
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. 5627

Gentlemen:

Attached for your files are two fully executed copies of an agreement providing widening, channelization and bus turn-outs on the Oswego Highway.

We are sending a fully executed copy of this agreement to Macadam Investors Oreg., Ltd., and we are also retaining a copy for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)- conf.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
April 8, 1976

FILE: 75-28
(440)

David A. Willhite

FROM: DAVID A. WILLHITE
Metro Utilities Engineer

SUBJECT: Fashioncraft left-turn
S.W. Kelly-S.W. Bancroft
Macadam Avenue

TO: MEMO TO THE FILE

Nick Allis, Macadam Investors of Oreg., Ltd., delivered a letter to Max Klotz the morning of April 6, authorizing the Highway Division to obtain bids based on Plan 3-A.

I pointed out the fact that approval is needed for the Bureau of Water Works to begin their relocation work as soon as possible. Mr. Allis said he would contact me later in the day.

Nick Allis called and gave approval for the water bureau to proceed with their relocation work. He stipulated this approval hinges on the work remaining within the $24,000 estimate. I relayed this approval to Dick Vrooman of the water bureau, and also requested a detailed estimate.

Purchase requisistion, special provisions, cost estimate, bid item sheet, statement of justification, and plan sheets were handed to Art Lee for processing the afternoon of April 6.

ebg

RECEIVED
STATE HWY ENGR
APR 14 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

R. L. SCHROEDER

B

ME PE PR1 PR2 DE
O.S.H.D. - METRO
APR 12 1976
CE FILE T/A

cc Hunter
Hardt

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 8, 1976

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

EDWARD L. ALLIS
Director of Operations
Macadam Investors Oreg., Ltd.
#200 - The Water Tower
5331 Southwest Macadam Avenue
Portland, OR 97201

Re: Traffic analysis study for Macadam Avenue corridor

We do have the capabilities to conduct the traffic counts for the Macadam Avenue corridor air quality analysis required by DEQ. However, due to a heavy workload, our Planning Section would be unable to perform any traffic projections for analysis. All we can provide you with would be the existing counts.

A rough estimate of cost to your organization would be $1000. The final billing, of course, would be based upon the actual cost incurred.

We would need a minimum of two-weeks notice before starting the count, so our counter technicians schedule can be adjusted.

Please let me know if you wish to proceed with the arrangements.

MAX J. KLOTZ
Metro Planning Engineer

ebg

cc: F. B. Klaboe
R. L. Royer
D. L. Peterson

NOTED
F. B. KLABOE

IVED
HWY ENGR
APR 9 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
January 15, 1976
Portland, OR 97213

FILE: 75-28

NOTED
S. HUNTER

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Macadam Avenue

TO: MEMO TO THE FILE

I testified on behalf of the OSHD on Agenda Item No. B, January 12, 1976, EQC Meeting.

I advised the commission that the Highway Division did not have, in any of its programs, a project for improvement of Macadam Avenue.

I relayed the work done by the task force, the priorities for the monies available to the Highway Division, and the city of Portland as the local jurisdiction for highway improvement in that area, and that the Macadam Avenue project was not within those selected priorities.

The commission quizzed me about different approaches to divert traffic or provide transit in the corridor. I responded that numerous studies by the various jurisdictions involved with this corridor have indicated that those possibilities did not exist, or at least did not carry high enough priorities when compared to other corridors in the city, to justify a project.

At the conslusion of this hearing, which was to address the permits for the Willamette Wharf and Data Processing Center for Orbanco, the directors recommendations were modified by the commission, as indicated in the attached agenda item.

I have worked with DEQ staff in preparing and assembling the necessary traffic data and forecasting information to support the air quality study which will now be made at the developer's expense.

ebg

cc: G. L. Jackson
F. B. Klaboe

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STATE HWY ENGR
JAN 19 '76
REFER TO
FOR
Info. Inv. R.D. D.R. Sign. Act. File

STATE OF OREGON
1859

OREGON STATE
HIGHWAY DIVISION

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 8, 1976

CARL SIMONS, Coordinator
Transportation and Air Quality
Planning
Department of Environmental Quality
1234 Southwest Morrison Street
Portland, OR 97205

I believe you have been in contact with Dennis Peterson, Metro Traffic Engineer, regarding the portion of the proposed sampling program for the Macadam Avenue corridor air quality analysis, dealing with hourly traffic counts.

I understand you are requesting hourly traffic data, by direction, for ten days in January at these locations. Dennis indicates that this can be collected at an estimated cost of $1000. We do have the capability of providing this effort, but we need a two-week lead time.

The development of the traffic projections will have to be done by our Planning Section in the Department of Transportation. That section is currently under a heavy workload developing projections for the major projects with high priorities. I may have a problem in establishing sufficient priority to get that data for you, but I will try.

If you do want to proceed with the counts you have requested, please provide a schedule of dates, along with a letter authorizing the expenditure of funds.

ROBERT N. BOTHMAN
Ass't. State Highway Engineer

ebg

cc: F. B. Klaboe
R. E. Royer

RECEIVED
STATE HWY ENGR
JAN 9 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 75-15-100

September 16, 1975
Portland, OR 97213

FROM: R. N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: SW Macadam Avenue bus turnouts and channelization at Fashioncraft site

TO: E. S. HUNTER
Deputy State Highway Engineer

NOTED
E. S. HUNTER

In response to your comments on the subject channelization, I have initiated an agreement by requesting Don Harwell to draft one along guidelines presented to him. I will go over it with the city and the Johns Landing people when I have it.

At this time there is no design. I will follow the design used for a channelization project finished this June at Pendleton Street.

The design does follow the neighborhood plan which calls for construction of four, 12' traffic lanes, a 16' median with left-turns, landscaping between the left-turn refuges, constructed on existing right-of-way, and with bus turnouts at selected points.

Although there is no approved plan for Macadam Avenue, this improvement will generally lend itself to the neighborhood guidelines.

ebg

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STATE HWY ENGR
SEP 17 '75
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FOR
Info Inves

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

September 8, 1975
Portland, OR 97213

FILE: 75-15

RECEIVED
SEP 11 1975
Office of
Assistant State Highway Engineer

FROM: R. N. BOTHMAN Bothman
Ass't. State Highway Engineer

SUBJECT: SW MACADAM AVENUE
bus turnouts and
Fashioncraft channelization

TO: MEMO TO THE FILE

NOTED
E. S. HUNTER

I met with William F. Courter, Chief Executive Officer, and Joseph O.C. Griggs, Project Architect, of Johns Landing; Don Bergstrom, city of Portland Traffic Engineer; Alan Fox, Chief Planner of the city of Portland Planning Commission; and Ken Limbocker, Metro Design Engineer.

The purpose of the meeting was to initiate the necessary steps to proceed with construction of turnout lanes and channelization on Macadam Avenue.

Courter advised that Johns Landing did agree to those stipulations in my earlier correspondence to the effect that the cost of the channelization improvements at Fashioncraft were satsifactory to OSHD subject to financing by the Johns Landing people. The city had responded simularly that the channelization at Fashioncraft was for the benefit of a private street and at those locations the entire cost of the improvement are borne by the developer.

Due to the immediate development of the area, the request by Johns Landing is for immediate construction of the channelization at the Fashioncraft site on Macadam Avenue. An agreement should be initiated between the city, state, and Johns Landing to effect the project which initially will include channelization and bus turnouts, with provisions for signalization at such time as traffic movement warrants. The developer desires signalization, however the city has responded, as the state, in delaying installation of the actual signals pending justification. This delay is due to the effect of the signalization on traffic as it exists on Macadam Avenue. The signal should not be installed until such time as justification exists.

The city requested that the final design of the channelization be subject to their approval. The agreement will also require provisions for the city to assume the electrical and maintenance of the signal when installed. The agreement will be with Johns Landing, although there are other investors involved. Johns Landing will coordinate that effort. The agreement should therefore be a typical "Fred Meyer" type, perhaps following along the lines of the Pendleton Street which was consumated earlier this year.

A second area of discussion was the four additional turnouts; two at Pendleton and two at the Water Tower site adjacent to Boundary Street. The determination is that the channelization at Boundary is currently scheduled by the Johns Landing firm for 1977, and at that time turnouts would be addressed. Therefore, it is premature to initiate the agreement to commence with construction of those two turnouts. The intent seemed to be that Johns Landing would provide the property for those turnouts, however assuming that the cost of the turnouts would be borne by the state. No agreement was reached on the financing of these turnouts.

The last two turnouts are scheduled at Pendleton Street. The eastside shelter is currently being designed and will be constructed this fall by Johns Landing on their property. It will require paving across the railroad tracks to provide access to this bus shelter on the eastside of Macadam Avenue. All the users on the railroad are controlled by Johns Landing , who have prohibited in their lease arrangement any use of the railroad spur. Abandonment procedures have been initiated by the OSHD right-of-way staff. The bus shelter on the westside of Macadam at Pendleton will be located on the northwest corner and is subject to the design of that property currently underway. It appears there is no requirement to proceed with establishing a schedule for construction of the two turnouts at Pendleton pending further development at that site by Johns Landing.

The time frame for completion of the channelization and turnouts at Fashioncraft , to be consistent with the Johns Landing development, is June ~~1977~~. 1976

ebg

cc: F. B. Klaboe
E. S. Hunter
L. W. Rulien
J. H. Versteeg
E. L. Hardt

RECEIVED
STATE HWY ENGR
SEP 10'75
REFER TO
FOR
Info Inves R-D D.S Sign Act File

OREGON STATE
HIGHWAY DIVISION

August 11, 1975

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 11, 1975

JOE GRIGGS
Project Architect
Johns Landing
Macadam Investors Oregon, Ltd.
5940 Southwest Macadam
Portland, Oregon 97201

NOTED
E. S. HUNTER

The feasibility study of proceeding with six bus turnouts and channelization in the vicinity of Fashioncraft has been completed. No engineering problems are indicated. Additional right-of-way will be required on the east and west sides at both Pendleton and Macadam and the Water Tower on the westside. The improvement proposed at the Fashioncraft site will require substantial retaining walls and relocation of utilities, and additional right-of-way on the eastside of Macadam.

The estimated cost for the six bus turnouts is $150,000 for construction in addition to the right-of-way costs. The original estimate has not been revised for the channelization, a rough estimate being $75,000 to $100,000 for construction.

The initial steps required to initiate these projects would consist of reaching an agreement between you, the city of Portland, and the Oregon State Highway Division in the sharing of the costs and responsibilities for construction.

In order to initiate such activities I would appreciate a firm commitment on your part, specifically that you desire the improvements and will provide the additional right-of-way as well as cost for the channelization.

R. N. BOTHMAN
Metropolitan Engineer

pq

cc Fred Klaboe
E. S. Hunter
Frank Ostrander
Don Bergstrom

LIVED
S E HWY ENGR
AUG 12 '75
REFER TO
FOR
Info Inves R/D D.R. Sign Att File

7138

CON 21-24
Oswego
Sp.

July 21, 1975

Mr. Alfred A. Hampson

Re. clients would like to purchase property located in Portland adjacent to S.W. Virginia Court, one block west of Macadam Ave. btwn. S.W. Miles and S.W. Nevada.

SEE: ROW 8

- 71 -

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: 75-15

July 2, 1975
Portland, OR 97213

FROM: R. N. BOTHMAN EBg
Metropolitan Engineer

SUBJECT: SW Macadam @ Fashioncraft
bus turnouts and lanes

TO: MEMO TO THE FILE

I met with Joe Griggs of Johns Landing and representatives of that operation, and Frank Ostrander of Tri-Met, to review proposed bus turnouts on Macadam.

Tri-Met and the Johns Landing investors are requesting bus turnouts on Macadam at Pendleton Street east and west , the Water Tower west, and Fashioncraft west and east, with a transit station at the village center located east of the Water Tower.

The purpose of the meeting was to pursue construction of the above bus turnouts. Johns Landing is agreeable to provide right-of-way on the westside of Macadam, as well as to provide future property on the eastside of Macadam should the right-of-way initially used within the state's property be required for street widening. This would facilitate relocation of the bus turnout with future widening.

The turnout at Pendleton and Fashioncraft on the eastside would actually be located over the existing rail line. The only user of this section of rail, which terminates at the north end of the Johns Landing project, is B. P. John Company who lease from Johns Landing. The new lease, effective this month, eliminates the use of that rail, thereby eliminating the last user of this section of line.

The intent should be to develop the bus turnouts on the existing rail line on a short term basis, with a long range plan to proceed with termination of service on this line, and termination of the agreement between the state and the railroad, providing for their use of the state's property for the line.

I advised the first step was to provide the necessary rights-of-way for the turnouts. Johns Landing is agreeable to transfer of the property required, to the state or city. The second step is to fund the work and develop a priority system to develop the turnouts. I expressed an opinion that it would be necessary for the state to establish a priority for these turnouts versus other committed projects. However, I said I feel that in the light of the attempt to provide inducements to transit, OSHD would place a priority on the construction of the turnouts. Johns Landing expressed interest in providing the bus shelters. I further expressed a doubt that the state would be in a position to proceed with the station within the village center, and construction would be a function of the developer. The bus turnouts provide a definite improvement for the motorists on Macadam, currently restricted to four narrow lanes, two in each direction.

cc Vesterg
Aubein
7-7-75

I advised Ostrander that I was awaiting a listing of traffic oriented, minor bus improvements, and that these turnouts should be included in that list.

I also advised Johns Landing representatives that as property owners, they should advise the state they no longer require the service of the railroad spur.

The discussion pursued the proposed left-turn at Fashioncraft, proposed in earlier correspondence. Joe Griggs indicated he had transmitted a letter to me which indicated their agreement to my proposal (the improvement cost to be borne by the developer, and the right-of-way cost to be borne by the state as we own the property).

ebg

cc: F. B. Klaboe
E. S. Hunter

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STATE HWY ENGR
JUL 3 '75
REFER TO
FOR

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 13, 1975

JOSEPH O. C. GRIGGS
Project Architect
Macadam Investors Oreg., Ltd.
#200 - The Water Tower
5331 Southwest Macadam
Portland, OR 97201

I apologize for the delay in responding to your letter requesting comment on your proposed left-turn refuge on Macadam Avenue at Fashioncraft.

A review of the right-of-way at the site indicates adequate room to provide for a left-turn lane and wider traffic lanes as you have proposed. This right-of-way was acquired in the past for a project which has since been dropped from our construction program. The right-of-way is available for improvements at this time.

The availability of money for building the left-turn refuge, signalization, and bus turnouts is based on a priority with other demands for highway money. As you are aware, the Division was in a position to divert money from its minor betterment program for construction at Pendleton Street. That project will eventually cost the Division about $75,000. The City participated by providing the signal, Johns Landing participated by providing the right-of-way.

The minor betterment program has been deleted, through the lack of funds, from the current Highway Division budget. The money in other programs has been allocated for a six year period. In order to make money available, it would be necessary to remove other committed projects from that program.

As with the case at Pendleton Street, there is a possibility that the project could be jointly shared by the State providing the right-of-way, the City providing the signal, and Johns Landing providing the cost of the improvement. I believe this would be consistent and balanced to the work being done at Pendleton Street.

RECEIVED
[illegible]
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Insofar as feasibility; the traffic signal proposed should be based on traffic projections and need for access versus the need to provide for continuous flow on Macadam. The need for a signal is based upon traffic. There is a possibility that the left-turn refuge itself would provide the necessary work, at least initially.

The addition of a signal at the proposed location would likely justify or require interconnecting adjacent signals to provide for flow on Macadam Avenue. The installation of interconnect requires substantial funding.

A "shotgun" estimate without delineating work items,including the necessity for wall construction due to the hillside involved, indicates the cost of the construction to be $75,000 to $100,000.

In summary, the proposal, if properly engineered, would provide a benefit which I believe the Highway Division would be agreeable to developing. The project would have to be prioritized with other demands.

Robert N Bothman

R. N. BOTHMAN
Metropolitan Engineer

ebg

cc: Don Bergstrom, City Traffic
Alan Fox, City Planning
Dale Meyers, Chairperson

bcc: F. B. Klaboe
E. S. Hunter
H. S. Coulter

JOHNS LANDING

May 21, 1975

PRE
FILE 75-11

?

Mr. Frank Ostrander
Tri-Met
4100 S. E. 17th
Portland, Oregon 97202

Dear Frank:

Enclosed are two copies of a drawing showing the proposed location for a bus shelter and bus pullout lane at the intersection of Macadam Avenue and Pendleton Street as we discussed last week.

The drawing shows the location of the Southern Pacific Railroad spur line as it presently exists on a revocable easement within the Macadam Avenue right-of-way. The pullout lane as shown encroaches on that easement. The B. P. John Company, the only user of this spur north of Iowa Street, has agreed with us to relinquish their use. This would make abandonment negotiations feasible between the railroad and the Oregon State Highway Division.

You mentioned that the Oregon Department of Transportation would be involved in the establishment of bus pullout lanes. What procedure should now be initiated to further this project?

Work on widening this two-block segment of Macadam Avenue is currently underway and should be complete by the end of June.

Sincerely,

Joe Griggs

Joseph O. C. Griggs
Project Architect

JOCG:er

Enc.

cc: William F. Courter
Edward L. Allis
Bob Bothman

c. Klaboe
Hartwig
Walker

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
JUN 17 '75
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FOR
Info | Inves | R/D | D R | Sign

METROPOLITAN ENGINEER
MAY 22 1975
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Macadam Investors Oreg., Ltd.
#200 - The Water Tower
5331 Southwest Macadam Portland, Oregon 97201
Phone (503) 228-9431

9138

April 16, 1975

City of Portland
1220 S. W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich
Auditor

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records are two fully executed copies of an agreement providing for a left-turn refuge at the intersection of Macadam Avenue and Pendleton Street (Oswego Highway).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. A. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)
Max Klotz (agree. att.)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
April 15, 1975

FILE:

NOTED
H. S. COULTER

FROM: MAX KLOTZ
Metro Planning Engineer

SUBJECT: Traffic Channelization
SW Macadam Ave. at
SW Pendleton Street

TO: MEMO TO THE FILE

April 10th, a preconstruction meeting was held in the city offices to review the plans of the subject city-state cooperative project. The state is to do the widening and the city is to arrange for the necessary right-of-way and to install a signal at Pendleton St. after the widening is completed. Attached is a list of names of those attending this meeting. The following items were discussed:

At the south end of the project, the curb at the end of the taper would tie directly into the new curb recently installed by Johns Landing. We will not attempt to remove the sidewalk on a taper, but rather remove it full-width, starting at an appropriate location to be selected by Paul Barnhart.

Two wheelchair ramps are to be constructed in the southwest radius of the Pendleton Street intersection, and one in the northwest radius to allow wheelchairs to cross Pendleton St. We will also put in wheelchair ramps to allow crossing of Flower Street.

The city will arrange for moving all utilities. I will contact Mr. Glen Johnson of the First National Bank to discuss the removal and disposition of the sprinkler system and plantings from the front of their building at SW Flower and Macadam. I also want to discuss the possible closure of their Macadam Ave. access, and allow all traffic to the bank to come off Flower St.

We will attempt to eliminate the bumps along Macadam Ave. caused by the crown of the intersecting streets by patching rather than excavating.

mab

EIVED
APR 18 1975

cc: H. S. Coulter
L. W. Rulien
D. H. Moehring
Ed Hardt
Ken Limbocker
Paul Barnhart

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
April 7, 1975
Portland, OR 97213

FILE: ME
Region 1

NOTED
H. S. COULTER

FROM: R. N. BOTHMAN Bothman
Metropolitan Engineer

SUBJECT: Tri-Met request
Macadam @ Sellwood Bridge
widen outside lane

TO: E. L. HARDT
Region 1 Engineer

MILWAUKIE

Please find attached a request from Tri-Met for a minor widening to the outside lane of Macadam Avenue, southbound at the Sellwood Bridge.

The request is for a widening of the southbound, outside lane by 1'6", to provide for the safe movement of the Tri-Met buses. The present configuration involves a 9', or 108", travel lane, including striping, carrying 102" buses.

I advised Tri-Met representatives that the Division would investigate the request as a minor betterment project, subject to the physical possibility of accomplishing the widening, and subject to the availability of funding.

Please review the request, initiate appropriate work orders, if feasible, and fundable, and/or advise the outcome of your investigation.

It is my opinion that such an improvement would be a substantial improvement not only to the buses, but to the autos in this very congested area on Macadam Avenue, and that this improvement has been needed for a long time. If it is possible to be done, it should be done.

ebg

attachment

cc: H. S. Coulter

RECEIVED
APR 8 1975
[illegible]

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON

TRI-MET

PACIFIC BUILDING
520 S.W. YAMHILL STREET
PORTLAND, OREGON 97204
(503) 233-8373

P[illegible] NO: 26-1419
FILE CODE: 120

☐ ME ☒ CE ☐ PE ☐ DE ☐ OE
METROPOLITAN ENGINEER
MAR 21 1975
☐ EE ☐ TE ☐ HS ☐ FILE ☐ I/A

March 19, 1975

Mr. Robert Bothman
Metropolitan Engineer
Oregon State Highway Division
Metro Section
5821 NE Glisan
Portland, OR 97213

Dear Bob:

As per our conversation of March 19, 1975, I would like to request that the State Highway Division investigate the possibility of a minor improvement to the outside lane of Macadam Avenue southbound at the Sellwood Bridge interchange.

The existing southbound lane is not wide enough to safely accommodate buses when the Sellwood Bridge turning lane is occupied. Because of the narrow lane, buses now are often forced to proceed at the same slow speed as the vehicles in the turning lane. This condition could be remedied by widening the southbound lane by a mere 1'6".

This improvement would greatly improve Tri-Met's travel times in the Macadam Corridor, would increase road safety and would reduce bus-automobile conflicts. Enclosed are a draft project request, a photograph of the interchange and some information about the Tri-Met bus fleet.

We will be happy to provide any further information that you may need.

Sincerely,

Frank W. Ostrander

Frank W. Ostrander
Planner

FWO:sg
Enclosures

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
April 1, 1975

FILE:

FROM: MAX J. KLOTZ
Metro Planning Engineer

TO: JOHN SHELDRAKE
Maintenance Engineer

SUBJECT: CITY OF PORTLAND - STATE OF OREGON
Cooperative Widening
Signalization Project

Attached are five copies of an agreement covering a City of Portland - State of Oregon - cooperative widening-signalization project at the intersection of S.W. Pendleton and S.W. Macadam Streets.

Region one will be handling the construction of the state's portion of this project and the state's share of the cost will come from their Minor Betterment budget.

The City has approved the agreement and passed ordinance no. 139599, authorizing the expenditure of the city's share.

Please forward this agreement through the Project Management (County-City) section to Cecil Head for approval by the Transportation Commission.

Expeditious processing is requested because we are attempting to complete the project and charge it out on this current year's budget.

RECEIVED
COUNTY & CITY SECTION
APR 4 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ACTION INFO
APR - 8 1975

pq

cc R. L. Schroeder
Ed Hardt

4/3/75
CC: L.W. Rulien - w/5 attach's.
This agreement appears
to be all ready to go
to the Commission
excepting approval of Asst.
Hwy. Engr. and final "packaging". Please
proceed to final approval.
JWSheldrake

MAINTENANCE ENGINEER
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APR 02 1975
☐ ME ☐ [illegible] ☐ AME ☐ CE ☐ AG
☐ PME ☐ PS ☐ AA ☐ FILE ☐ TA

7/28

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

Bob Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIV
STATE HWY ENGR
JAN 27 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

January 24, 1975

DALE MEYERS, Chairperson
Corbett-Terwilliger-Lair Hill
Planning Committee
0333 S.W. Vermont Street
Portland, OR 97219

NOTED
L. L. JOHN

Our discussions at the Terwilliger League meeting, concerning the ramp from Macadam Avenue to the Ross Island Bridge, developed a concern on my part as to the study of such transportation facilities within the structure of the planning committee's comprehensive plan.

I do agree this is a transportation facility and the study of such facility should be accomplished by the Highway Division, (in this case because of the Highway's responsibility on Macadam Avenue). My principal reason for expressing this to you is that there are other alternatives to resolving the provlem in the Kelly-Hood area.

An alternate solution to construction of a ramp from Macadam to the Ross Island Bridge would be construction of a ramp from the Marquam Bridge to Powell Boulevard, utilizing the stub end which was built for the Mt. Hood Freeway. The Water Avenue ramp from the Eastbank Freeway was a temporary solution to provide access to the southeast from the Marquam Bridge, or I-5.

With the Mt. Hood Freeway issue in trouble, it would seem appropriate that a connection from the Marquam Bridge or I-5 should be considered which would connect that facility (I-5) to McLoughlin Boulevard, and the southeast. With this in mind, it may be considerably preferrable to route that traffic which now uses the Hood-Kelly connection from Macadam, over the Marquam Bridge and into the southeast via a new ramp from the Marquam Bridge.

I believe a review of the traffic loadings and traffic demands would find more justification for that ramp. The Ross Island Bridge is currently running well above capacity, and in fact is the only bridge in the City that is running above capacity.

NOTED
F. B. KLABOE

Anything which would encourage traffic to that facility should not be constructed. On the other hand, the Marquam Bridge has been sufficiently relieved by completion of the the Fremont Bridge, that that facility can accomodate additional traffic.

The method used to made this determination is a complete traffic analysis and environmental study of connecting Macadam and/or I-5, and/or Barbur Boulevard to the southeast, with a new facility.

R. N. Bothman/ebg

R. N. BOTHMAN
Metropolitan Engineer

ebg

cc: Alan Fox
F. B. Klaboe
E. S. Hunter
R. L Schroeder
H. S. Coulter

1980 S.W. Bancroft St. - 9183
Sellwood Br. Sec., Oswego Hwy.
(gr, pav, sign, ill, & sig) #2

CYA	5270	4-16-75
CYA	5627	4-21-76
CYA	5918	1 5 77
CYA	6735	11-21 79
CYA	7311	4-22-8[illegible]
CYA	7316	[illegible] 1-8[illegible]

Hunter

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
November 7, 1974

FILE:

FROM: R. N. BOTHMAN
Metropolitan Engineer

TO: L. E. GEORGE
Traffic Engineer

SUBJECT: MACADAM AVENUE
S.W. Pendleton Channalization

NOTED
E. S. HUNTER

The substantial development of the John's Landing Project is and will put a major traffic burden on Macadam Avenue between the Ross Island Bridge and the Sellwood Bridge (which section is already "in trouble").

The next major project as part of the John's Landing Development (now under construction) is the section of condominiums located immediately east of S.W. Pendleton with a single access to Macadam at S.W. Pendleton.

The improvement of Macadam Ave. is pretty much bogged down in the Portland planning syndrom and will not keep pace for the development by the John's Landing Project. As an example, the condominiums that are presently under construction are scheduled for completion in January and February of 1975, and at that time will cause a major congestion at S.W. Pendleton & Macadam.

Recognizing the above, Fred Klaboe and I have met with representatives of the John's Landing Development and have indicated to them that the Highway Division would participate as it normally does by financing 50% of a channelization project at S.W. Pendleton, and the other 50% being the responsibility of the City and perhaps the developer if that were worked out between the City and the developer.

In the above understanding, both the consultant and the Highway Division (the consultant being D.M.J.M.) has worked towards handling John's Landing Development traffic, and the channelization project (attached)presently is before the City of Portland for their consideration.

I submit the project to you for general comment and to review the type of signalization which should be provided.

The project envisions widening on the west side of Macadam Ave. which follows the comprehensive plan for the future Macadam. This project would not overlay the entire section, but would be a minimum improvement of a temporary nature which would carry the traffic for the next few years until the complete widening of Macadam can be initiated. It is a temporary or stop-gap improvement.

I might point out that the comprehensive plan of the neighborhood planning commission provides for some type of a barrier west of Macadam on Pendleton St.

RECE[illegible]
[illegible] 197[illegible]
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

to prevent through traffic on Pendleton to Corbett and therefore cause a minimum amount of traffic from Macadam and Pendleton. A projected traffic volume per the John's Landing Development is 2000.

I have worked constantly with Don Bergstrom in the development of this channelization and he is aware of the project.

pq

cc F. B. Kalboe
H. S. Coulter
R. L. Schroeder
E. S. Hunter
Ed Hardt

[illegible]

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 30, 1974

JOSEPH O. C. GRIGGS
Johns Landing
#200 - The Water Tower
5331 S.W. Macadam Avenue
Portland, OR 97201

LEFT-TURN REFUGE

Please find attached, plans for traffic channelization at S.W. Macadam Avenue and S.W. Pendleton Street. Also attached is the preliminary construction cost estimate based on the plan.

A slight revision was made to the D.M.J.M. plan, in that we have contained the right of way requirement between S.W. Flower and S.W. Iowa Streets; the right of way requirements being a ten foot strip between those two blocks on the west side of Macadam Avenue. The attached estimate for $83,500 does not include the right of way requirements.

In order to provide for a continuous flow of traffic during the widening the design includes bituminous base, which means that once we start construction, we would be able to maintain traffic flow continuously during construction.

The signal at Pendleton is visualized as a three-phase traffic signal on wood poles and span wires; therefore, a minimum installation. At this time I visualize the improvement to be made by State forces, utilizing necessary contractors for parcels of the work the cost to be borne one-half by the City and one-half by the State.

RECEIVED
OCT 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ORIGINAL SIGNED BY R. N. BOTHMAN
R. N. BOTHMAN
Metropolitan Engineer

E. S. [illegible]
R

ebg

cc: Klaboe, Coulter, Hunter, Rulien, Hardt, Bergstrom

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 9, 1974
Portland, OR 97213

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Macadam Avenue

TO: MEMO TO THE FILE

Met with Alan Fox of the Corbett/Terwilliger/Lair Hill planning committee staff, to review the comprehensive plan which includes a considerable portion addressed to improvements on Macadam Avenue.

The review was actually of the third draft which should be finalized in the near future and presented to the Planning Commission for final approval.

The comprehensive plan for this neighborhood calls for four major improvements in the Macadam Avenue transportation corridor:

1. Widening of Macadam Avenue to provide for four lanes with a 16' median (my suggestion was that they add an additional 20' transit corridor in their general description of improvements).
2. Connecting ramps from Macadam, both northbound and southbound to the Ross Island Bridge.
3. Installation of four signals at cross streets of Macadam between Boundary and Virginia.
4. A grade separation at Virginia and Macadam.

In addition an improvement to the Macadam Avenue connection to the Sellwood Bridge is included.

ebg

cc: Hunter
Schroeder
Sund
Potter

H. S. Coulter

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Ore. 97213
August 23, 1974

FILE:

NOTED
H. S. COULTER

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Macadam Avenue

TO: MEMO TO FILE

Met with Corbett-Terwilliger, Lair-Hill Planning Committee at their regular meeting, August 21st-pm.

Items of discussion were Johns Landing's request for a left turn refuge at Pendelton. Also considered was use of the highway division Bailey Bridge at Nevada for access to Williamette Park.

The Planning Committee tabled the first request for one week to give their staff planner a chance to work with the City as to traffic improvements on Pendelton and Corbett which would prohibit thru traffic in the neighborhood via the proposed signal at Pendelton & Macadam.

The Planning Committee voted to drop the idea of the foot bridge at Nevada in favor of a pedestrian-actuated signal at that location.

cc: F. B. Klaboe
H. S. Coulter ✓
G. L. Sund

RECEIVED
AUG 26 1974
Office of
Assistant State Highway Engineer

jz

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OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 9, 1974

JOSEPH O. C. GRIGGS
JOHNS LANDING
#200 - The Water Tower
5331 SW Macadam
Portland, OR 97201

LEFT TURN REFUGE

In response to your letter of July 23 and our meeting of August 7, I have asked my Design Section to begin plans for a left turn refuge at Pendleton Street. They will continue with such plans as you obtain the approvals with the Corbett-Lair Hill Planning Committee and City of Portland, and make arrangements for financing.

I am in receipt of a letter from DMJM, dated July 17, concerning the same left turn refuge as well as development of the entire Macadam strip through Johns Landing. I assume that our meeting provides the necessary response to that letter.

I also have a letter from DMJM dated July 23, requesting a permit to construct the bus refuge at the Water Tower building, If you will provide concurrance for this bus turnout from the Corbett-Lair Hill planning Committee and the City of Portland, I will rough draft a miscellaneous permit for construction of the turnout within the terms of earlier correspondence between John Gray and Glenn Jackson.

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. BOTHMAN
Metropolitan Engineer

pq

cc J. A. Gilmer
D. E. Bergstrom
Allan Fox
Richard L. Volk

bcc F. B. Klaboe
✓E. S. Hunter
R. L. Schroeder
H. S. Coulter
E. L. Hardt

JOHNS LANDING

NOTED
E. S. HUNTER

☐ ME ☐ CE ☐ PE ☐ DE ☐ OE
METROPOLITAN ENGINEER
AUG 5 - 1974
☐ BD ☐ JE ☐ UE ☐ FILE ☐ I/A

August 2, 1974

Mr. Glenn Jackson, Chairman
State Highway Commission
c/o Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

NOTED
A. E. JOHNSON

Re: Widening a small portion of S. W. Macadam Avenue

Dear Glenn:

When I talked with you last Wednesday, I was pleased to learn that you had beat me to the punch and had been talking about the need to do something now about S. W. Macadam Avenue.

The attached drawing has been submitted to Bob Bothman, Metropolitan Engineer, and to the City Traffic Division about three weeks ago.

NOTED
R. L. SCHROEDER

The Need: Late this fall we will complete our first phase of construction of condominiums. Three different groups are now under construction east of Macadam; the first phase is a group of forty-eight dwelling units, with a total of one hundred and four planned for in that specific area. Directly across the street we have under construction a new 20,000 square foot Campus Office Building. A traffic signal is planned at S. W. Pendleton which is the main entrance to our housing area and adjacent to the office complex. When this goes into operation, there should be a left-turn refuge lane to avoid extremely undesirable traffic congestion and traffic accidents. This can be provided for by widening Macadam to the west and involves the acquisition of a ten foot wide strip of new right-of-way for three blocks. According to our calculations, it involves the acquisition or lease with option to buy 11,000 square feet of land owned by Johns Landing. Our attached drawing shows this in detail with areas to be paved and curbed, with storm drains, and with a proposed painted or planted median divider.

Compatability: To our knowledge, this proposed location of widening is in accord with the preliminary thinking of the State and the City. The local neighborhood planning group is also in accord with the basic plan which calls for widening just

RECEIVED
AUG 15 1974
Office of
Assistant State Highway Engineer

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Macadam Investors Oreg., Ltd.
#200 - The Water Tower
5331 Southwest Macadam Portland, Oregon 97201
Phone (503) 228-9431

enough to make four lanes safe, but also to provide a median planted strip and left-turn refuge lanes where needed.

Request and Procedure: Our staff is scheduled to meet with Bob Bothman either Friday or Monday to discuss our specific plans. The city has responded that they like the idea. Specifically, we need to set in motion:

1) Procedure for acquisition or lease of new right-of-way for at least a three block area.

2) Detailed engineering of this section and specifications.

3) An agreed time-table for actual widening and paving - hopefully by January 1, 1975, or earlier.

We think the immediate improvement of this sample section of S.W. Macadam will demonstrate to all users and residents that this is the best solution and that all of Macadam should be done in the same manner when funds permit and when all right-of-way is acquired.

Your interest and cooperation is really appreciated. Maybe you could have lunch with me some day at the Water Tower and see our up-dated Master Plan.

Very truly yours,

John D Gray by

John D. Gray

JDG:jj

Attachment

cc: Robert Bothman

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
H. S. COULTER

July 10, 1974

WILLIAM F. COURTER
Chief Executive Officer
Johns Landing
#200 The Water Tower
5331 SW Macadam
Portland, OR 97201

JOHNS LANDING SIGNING

Consideration has been given to signing on Interstate I-5 to Johns Landing and The Water Tower.

Signing from the Interstate system is not provided for private enterprises or individual facilities such as The Water Tower. An attempt is made to limit signing to geographic areas; this has been interpreted to include facilities such as the Lloyd Center and Washington Square which generate large volumes of traffic, the purpose of the signing being to direct large volumes of people to the area signed for.

It is my opinion that signing for Johns Landing could be reconsidered when that facility generates sufficient general public traffic to warrant such signing; however, at the present time this warrant does not exist. Signing for a specific facility such as The Water Tower from the Interstate system is not accomplished by the Highway Division.

In lieu of signing, I suggest you consider other aids as have various developments, i.e. indicating the location of your facility and nearby highways and ramps on your stationery and various advertisements.

I do wish you success in the development of Johns Landing and wish to assist wherever possible with the guidelines that the Highway Division attempts to stay within.

ORIGINAL SIGNED BY R N BOTHMAN

R. N. BOTHMAN
Metropolitan Engineer

RECEIVED
JUL 11 1974
Office of
Assistant State Highway Engineer

RNB:ar

cc F. B. Klaboe
H. S. Coulter
E. L. Hardt

JOHNS LANDING

June 12, 1974

Mr. Bob Bothman, Metropolitan Engineer
Oregon State Highway Division
Metropolitan Section
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

As Joan Salisbury mentioned yesterday by phone, we are very interested in procuring highway signing on Interstate 5 indicating directions to Johns Landing and The Water Tower.

Our suggestion as far as location is at the Corbett Street exit going north and the Lake Oswego exit off the Marquam Bridge south and also Barbur Boulevard at Hamilton Street.

We will appreciate your assistance on this and if you need any further information please advise .

Sincerely,

William F. Courter

William F. Courter,
Chief Executive Officer

cc: John D. Gray
Joseph Griggs

Petersen
Your Comments Please
B

METROPOLITAN ENGINEER
JUN 13 1974

Macadam Investors Oreg., Ltd.
#200 - The Water Tower
5331 Southwest Macadam Portland, Oregon 97201
Phone (503) 228-9431

Schroeder

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
June 28, 1974

FILE:

FROM: R. N. BOTHMAN ORIGINAL SIGNED BY R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: MACADAM AVENUE

TO: MEMO TO THE FILE

Met with Joe Griggs (Johns Landing) and Ronald Johnson and Jim Gilmer (Traffic Engineers with DMJM) at Griggs' request to discuss the left turn refuges on Macadam Avenue at Pendleton and Boundry. Also discussed as a secondary issue were bus turnouts located at Boundry in front of the Water Tower Building and at Pendleton in front of the office complex building.

The plans drawn by our Salem Design Section and submitted to the City for a left turn refuge at Boundry were transmitted by the Salem staff to the City Traffic Entineer, however did not get beyond that point. Joe Griggs had looked at the plans and decided to withhold further action.

At this time the Johns Landing development is progressing: consturction of condomminiums located west of Macadam adjacent to Pendleton (which will use Pendleton as their access), scheduled for completion this winter and demanding some traffic measures at Pendleton and Macadam. Johns Landing development has slowed down insofar as the requirement at Boundry, with those buildings not scheduled to come on line until 1976. In my opinion, however, a need exists today for some help at Boundry due to the Water Tower's development which is pretty well completed and developing a considerable amount of traffic.

DMJM is engaged as the Traffic Consultant for Johns Landing; they will develop a left turn proposal for Macadam at Pendleton. I suggested that they include the left turn at Boundry (there being three blocks between Boundry & Pendleton) and that perhaps Johns Landing would want to plan both left turn refuges concurrently.

The initial plans submitted infringed upon the existing Water Tower Building located west of Macadam Avenue's westerly right of way line, which is not acceptable to Johns Landing. However, at Pendleton, the Johns Landing Development plans indicate a 10' additional right of way for Macadam. This would provide for the left turn refuge as designed by the Highway Division at that point. Therefore, to install a left turn refuge and retain use of the railroad spur on the easterly portion of the Macadam Avenue right of way, it will be necessary to utilize the 10' projected Macadam right of way presently under ownership of Johns Landing to accommodate the sidewalk on the west side of Macadam. The other option is to pursue removal of the railroad track. There are two users of this track at the present time: (1) B.P. Johns, leasing the facility from Johns Landing, have the option of using a rail spur on the east side of their building as opposed to their current use of the rail spur on the west side of the building adjacent to Macadam; (2) one other user of the rail spur has to be dealt with by Johns Landing.

NOTED
R. L. SCHROEDER

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JUL 1 1974
Office of [illegible]

Concerning the rail line, Johns Landing's current thinking is to eliminate the easterly rail track (the one which runs through the center portion of the Johns Landing outlet about halfway between Macadam and the Willamette River) and give to the necessary jurisdiction equivalent distance with the right of way adjacent to and east of the existing right of way on Macadam. This means consolidating the existing two rails, one running through the center of the development mentioned above and one in Macadam Avenue, into a future line which would be located east of and adjacent to the existing Macadam Avenue right of way. Johns Landing is reluctant to pursue this development, although they have had some verbal agreement with the railroad due to the Governor's Task Force study of this corridor as well as the Highway Division's potential improvement of Macadam Avenue - they are "in limbo" at the present time with this planned idea. I informed Joe that whatever interim solution we come up with will have to accommodate the existing rail line.

There are two problems with the 10' right of way mentioned earlier:

1. The Water Tower is against the existing right of way line and that development is complete;

2. There is at least one private ownership within the Johns Landing complex - a fuel distributor - which Johns Landing has not been able to acquire and which utilizes the entire right of way for a fuel distribution point.

Relative to the bus turnouts, apparently Johns Landing will provide for future turnouts in their development plans on their right of way; in the meantime, they will come up with a request for temporary bus turnouts within the existing right of way. I advised Griggs that this parallels my previous request - that some provision be made within the permanent Johns Landing Development for the bus turnouts outside of the existing Macadam Avenue right of way, realizing that that right of way will be needed for the widening project.

DMJM will proceed with design of the left turn refuges and present proposals to the Highway Division for consideration. At the beginning of the discussion, I had offered to proceed with design of a left turn refuge; however, was advised by Griggs that Johns Landing would have their consultant do that work.

ar

cc E. S. Hunter H. S. Coulter D. L. Peterson
R. L. Schroeder J. H. Versteeg D. E. Bergstrom (City Traffic)

7

OREGON TRANSPORTATION COMMISSION

OFFICE OF GLENN L. JACKSON • c/o Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
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Eugene
ROBERT L. MITCHELL, Secretary
Portland
ROBERT E. VEATCH, Member
Klamath Falls
ANTHONY YTURRI, Member
Ontario

RECEIVED
STATE HWY ENGR
MAY 30 '74
REFER TO

May 29, 1974

Mr. John D. Gray
Johns Landing
#200 - The Water Tower
Portland, Oregon 97201

Dear John:

I am responding to your letter concerning the development of a bus pull-out at the Water Tower Building on Macadam Avenue.

Macadam Avenue improvement is the second highest priority for highway improvement within the city of Portland at the present time. The Johns Landing Development will add sufficient traffic to Macadam to require interim improvements to traffic patterns (i.e. left turns, signalization) prior to the overall solution. The Macadam Avenue Corridor Committee appointed by Mayor Goldschmidt has required that the ultimate improvement to existing Macadam should be accomplished with a maximum additional acquisition of 20 feet of right-of-way and should include a rail line. In addition to the location of the Water Tower and adjacent buildings, this indicates that the entire existing right-of-way will be required for the improvement of Macadam Avenue either in an interim or permanent solution.

It would therefore seem prudent to develop the bus turnout required by DEQ on private property prior to the complete development of that property by your organization. There appears to be time to locate the bus turnout south of the Water Tower Building on private property owned within the Johns Landing Development.

I have advised the Highway Engineer to proceed with issuance of a permit for your proposal with the stipulation that when the highway right-of-way is required for development of Macadam Avenue as determined by the Highway Division, you will relinquish the permit and reconstruct the bus turnout on Johns Landing property outside of the State right-of-way. I strongly suggest, however, that you proceed with the turnout on your property now. It may be only a very short time until we will need all our right-of-way for roadway purposes.

Please contact Mr. Robert Bothman, Metropolitan Engineer, 5821 N. E. Glisan, Portland (238-8226), to work out further details.

Sincerely yours,

GLJ:cjk

bc: Messrs. F. B. Klaboe
E. S. Hunter
R. N. Bothman

JOHNS LANDING

4-25
Bothman
R/D ple.
ESH

April 22, 1974

Mr. Glenn Jackson, Chairman
State Highway Commission
State of Oregon
Highway Building
Salem, Oregon 97310

Dear Glenn:

RE: Macadam Avenue Bus Pull-out Lane

For some time we have been seeking approval to construct a planned Tri-Met bus pull-out lane on the west side of Macadam Avenue at the Water Tower building as shown on the enclosed drawing. Development of this bus lane and waiting area is one of the conditions agreed to in our D.E.Q. permit, and is highly desirable to effectively use existing public transit capabilities.

Mr. Bothman, Metropolitan Engineer for Oregon State Highway Department, has indicated in his October 23, 1973, letter to us that design for the bus pull-out lane should be done concurrently with design for left turn channelization at the Boundary Street intersection. However, there are so many variables remaining in the timing and design for this area that it would be extremely difficult to finalize a design with any assurance. The design of Macadam improvements and the future of the railroad spur are two of the major variables.

For the present, in order to make the use of existing transit facilities as convenient as possible and comply with our agreement with D.E.Q., we would like to proceed with construction of the bus pull-out lane at our expense, understanding that future street improvements may require removal or modification. If this bus pull-out lane is removed by future design of Macadam Avenue, we will be happy to work with Tri-Met and the Highway Department to relocate the facility.

Can you please help us get the necessary approvals to proceed at our expense so we can finish the street side of the Water Tower at least by this summer?

Sincerely,

John D. Gray

JDG:er

Enc.

cc: Mr. Kess Cannon

Info
Invcs
R/D ✓
D/R
Sign
Act
File
FOR
REFER TO
25 '74
WY ENGR

RECEIVED
APR 25 1974
OFFICE
DIRECTOR of TRANSPORTATION

RECEIVED
APR 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Macadam Investors Oreg., Ltd.
#200 - The Water Tower
5331 Southwest Macadam Portland, Oregon 97201
Phone (503) 228-9431

METROPOLITAN ENGINEER
APR 18 1974
☐ EP ☐ E ☐ UE ☐ FILE ☐ T/A

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213
April 18, 1974

To: MEMO TO THE FILE

From: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: MACADAM AVENUE
BUS TURNOUT AT WATERTOWER BUILDING
JOHNS LANDING

Joe Griggs, Project Manager, advised that John Gray was sending a letter to Glenn Jackson and Kessler R. Cannon requesting approval to construct a bus turnout on the Macadam Avenue right of way at the Watertower Building.

The bus turnout has been a subject of considerable discussion during the past year among DEQ, OSHD and Johns Landing. The development of the Watertower facility and subsequent construction is pending approval of a permit to construct through DEQ which has required a bus turnout.

The Macadam Corridor Committee has set stringent criteria for the development of Macadam Avenue, including utilization of the entire right of way but limiting the acquisition to not more than 20 additional feet.

Johns Landing earlier requested a signal at Boundary Street, one block from the Watertower Building, for installation of a signal and left turn refuge as an interim solution. If that were to be accomplished it would be necessary to have the entire right of way at the Watertower Building for the left turn hideout precluding the use of that right of way for a bus turnout.

In the long range plans calling for a 4-lane boulevard with a 16' median for left turn refuge and landscaping, there would not be adequate space within the right of way for the bus turnout in front of the Watertower Building.

I have indicated to Joe Griggs that pending determination of all the interim problems to handling traffic increase generated by the Johns Landing development and subject to final determination of long range plans for Macadam Avenue, I did not feel it appropriate to place the bus turnout on the State's right of way satisfying a condition of a permit to construct from DEQ. I advised Johns Landing that the bus turnout could be constructed at this time within the right of way with a clear statement of understanding that when the right of way was required for development of Macadam it would be necessary for the Johns Landing people to reconstruct the bus turnout on their property. I feel that this should be designed into their plan at this time while space is available on their property.

ar

cc F. B. Klaboe
H. S. Coulter
E. L. Hardt

Baldwin

FORM E-30 (REV. 10-69)

DIRECTOR'S FILE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213
March 12, 1974

To: F. B. KLABOE
Administrator of Highways
and State Highway Engineer

SUBJECT: MACADAM AVENUE AND UNION AVENUE

ORIGINAL SIGNED BY R. N. BOTHMAN

From: R. N. BOTHMAN
Metropolitan Engineer

The Environmental Quality Commission adopted a recommendation of the Directors February 22, as follows:

"The Director further recommends that the Commission authorize him to approve the entire Johns Landing project, only if the following comitments are made by the appropriate governmental agencies; (1) Improvement of Macadam Avenue to a four lane boulevard-type facility with 12-foot lanes and left turn refuges and including appropriate measures to reduce noise levels such that median ambient noise level is not increased over existing levels."

A second recommendation for implementation of a demonstration light rail transit system was modified by the Commission to state: "A commitment by Johns Landing to rebuild the (Southern Pacific) tracks to accommodate a light rail transit system."

A third recommendation adopted was to improve the bus transit system in the corridor (including feeder bus, mini-bus and dial-a-bus service), again a responsibility of Tri-Met.

Representatives attending a meeting March 11 called by Kess Cannon explored the three requirements placed upon the Johns Landing developers by DEQ. The meeting resulted in a briefing for Kess Cannon with a commitment sought for all agencies to cooperate in fulfilling the requirements for the development of the Macadam Avenue corridor in order to facilitate the completion of the Johns Landing project.

The report of the Macadam Corridor Task Force on Transportation was completed last week and a copy is attached for your consideration.

The question now is who initiates the first action for implementation of an improvement project on Macadam Avenue.

SP*32475-734

February 22, 1974

JOSEPH O. C. GRIGGS
Project Architect
Macadam Investors Oreg., Ltd.
#200 - The Water Tower
5331 SW Macadam
Portland, Oregon 97201

BUS TURNOUT AT WATERTOWER BUILDING

Reference is made to your letter of February 6 requesting consideration for construction of a bus turnout at the Watertower Building.

As you know, the goals and objectives for the Macadam Avenue corridor call for full utilization of the existing right of way and an additional 20 feet at a maximum, also four 12' lanes plus a 16' median. This does not consider the issue of parking or providing a shy distance from the curb for travel lanes.

The result is the entire right of way will be required for the roadway. I feel that the bus turnout developed for the Watertower Building by the Johns Landing Development should be constructed outside of the existing right of way as a permanent facility. It could be constructed at this time within the right of way but as a requirement of DEQ would then provide a substantial problem when right of way is required for development of the roadway.

R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

cc E. S. Hunter
Gary Stout
Allan Fox

METROPOLITAN ENGINEER
RECEIVED
FEB 22 1974
ME AME AME [illegible] MDE ME

Reading

February 6, 1974

Mr. Robert Bothman, Metropolitan Engineer
Oregon State Highway Division
Metropolitan Section
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

Enclosed is a plan of the west side of Macadam Avenue between Boundary and Sweeney Street showing the curb lane in its present location and a bus pull-out lane in front of the Water Tower building. The covered arcade shown is completed. This will provide a waiting area for transit passengers. We are currently in the process of replacing the entire sidewalk length along Macadam Avenue.

Our future plans call for traffic control signals at the intersection of Boundary and Macadam. The need for a left-turn signal at this location will not occur until 1976.

Much of the curb along Macadam Avenue must be replaced. We propose to replace the curb and build the bus turn-out at our expense, realizing that future requirements at the Boundary Street intersection and future plans for Macadam Avenue may require changes.

We would like to proceed with the re-building of the curbs and the bus turn-out lane as an interim solution as soon as possible. Please let me know if this is acceptable or if further information is needed.

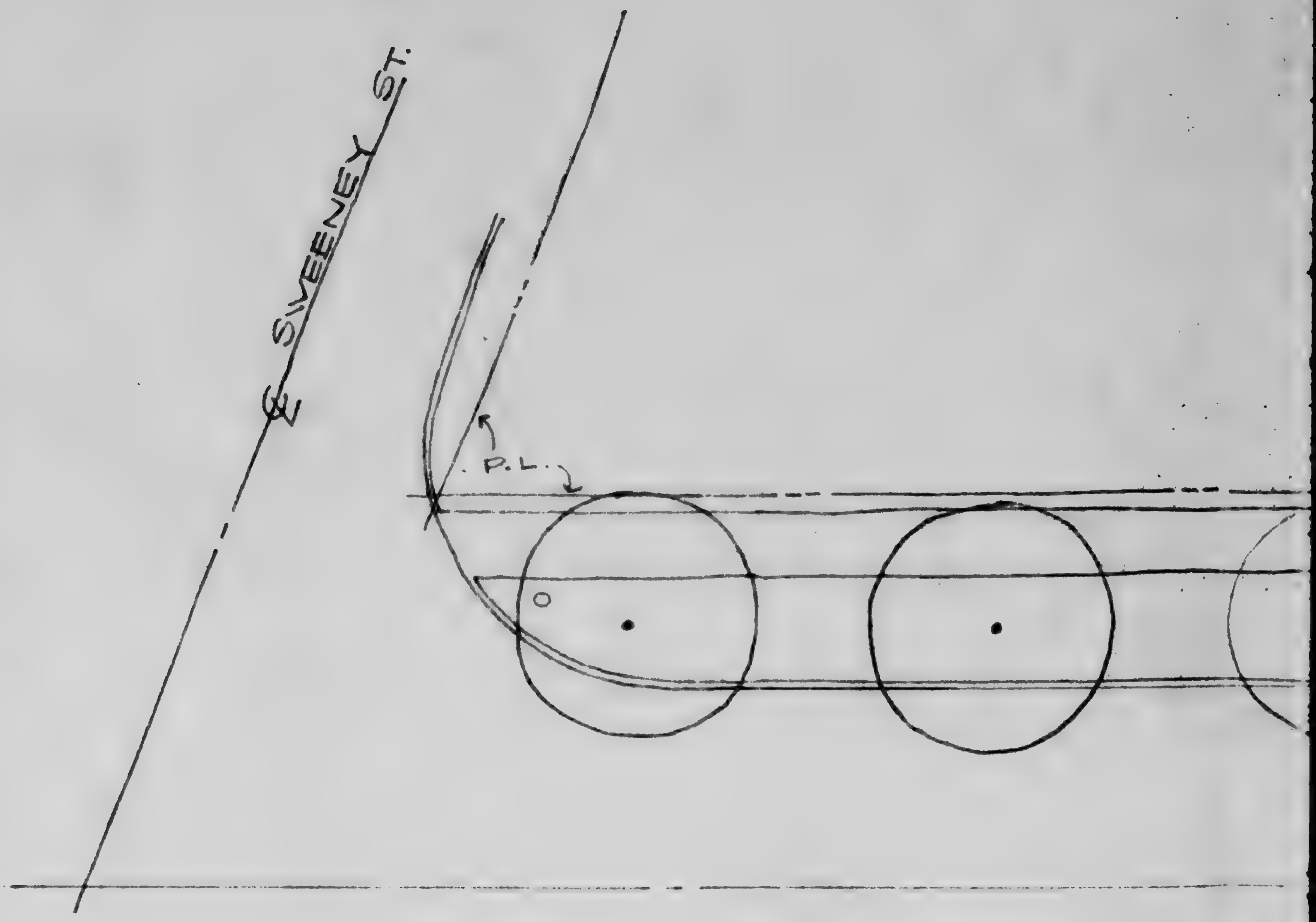
Very truly yours,

Joseph O. C. Griggs
Project Architect

Enc.

cc: Tom King, Tri-Met

JOCG:er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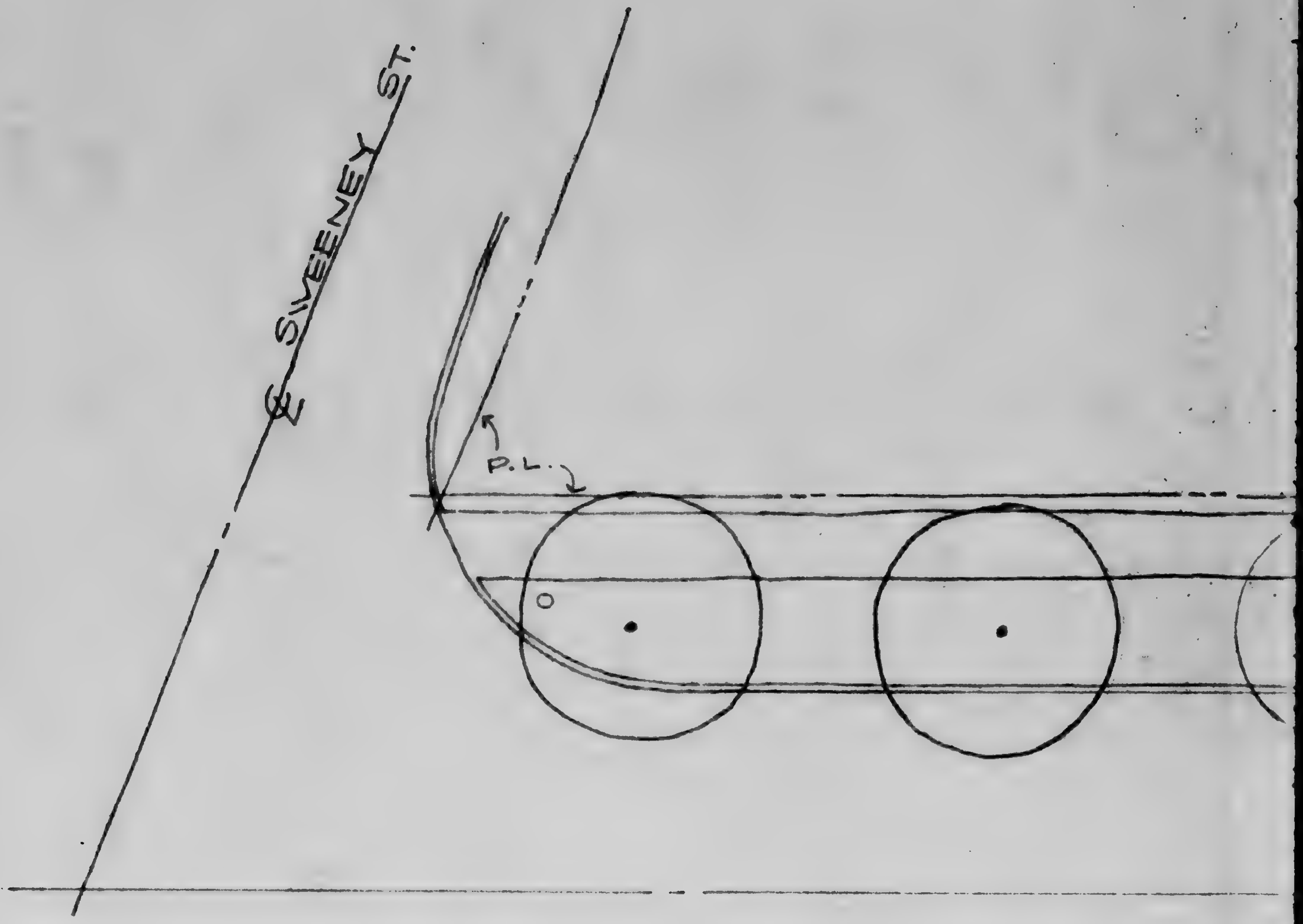
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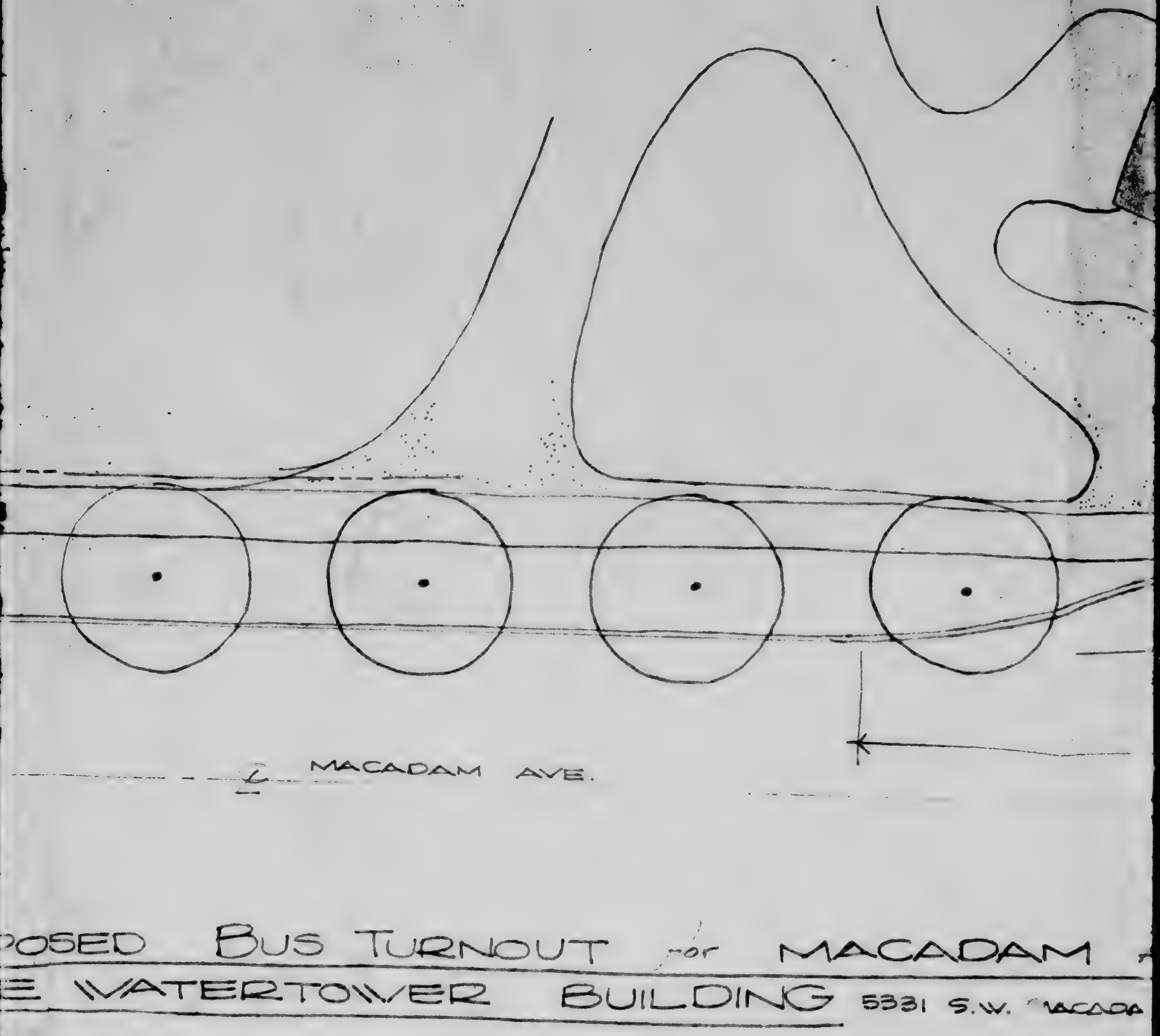
℄ MACADAM AVE.

POSED BUS TURNOUT for MACADAM

E WATERTOWER BUILDING 5331 S.W. MACADA

AM INVESTORS OREGON LTD.
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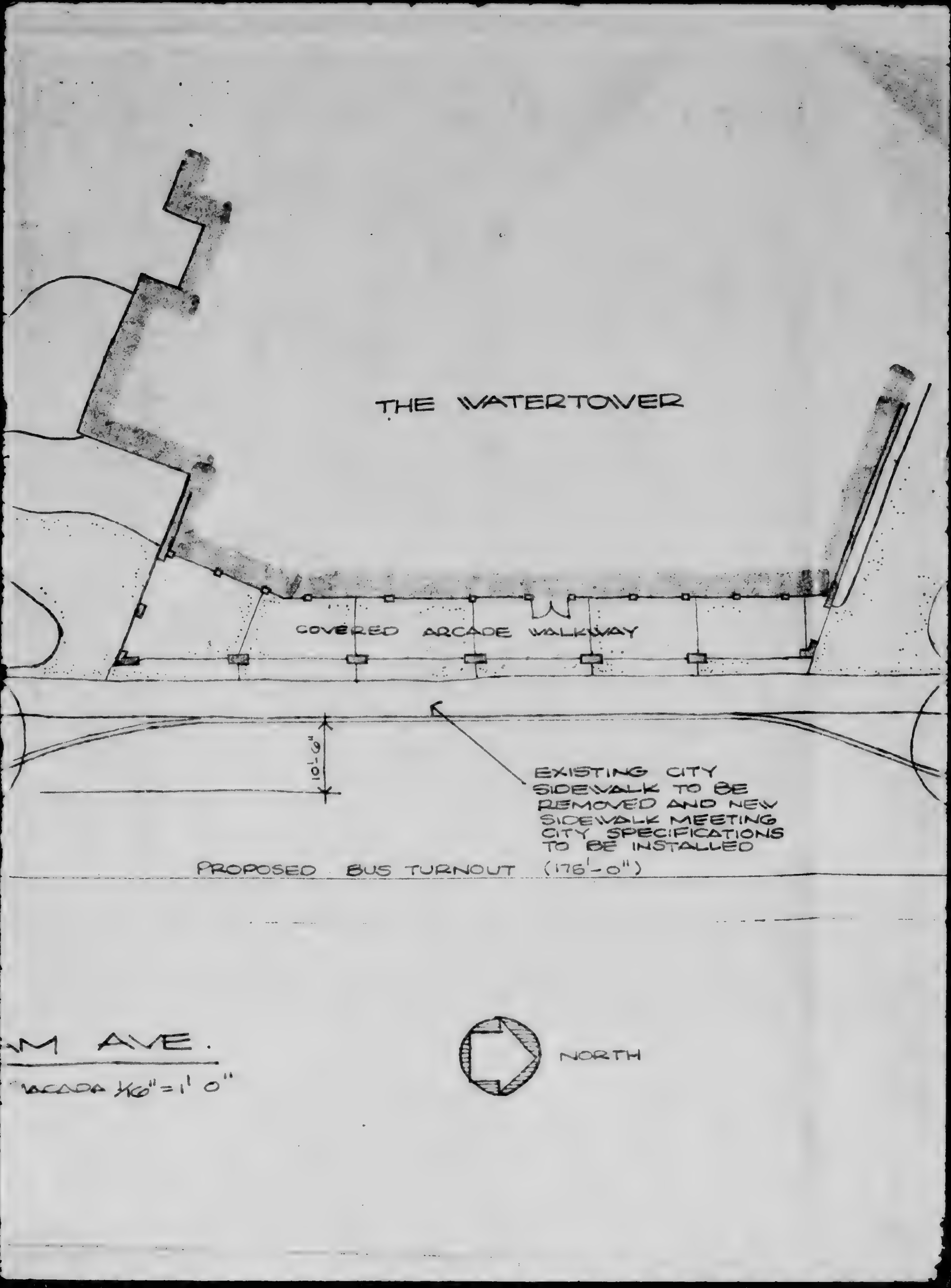
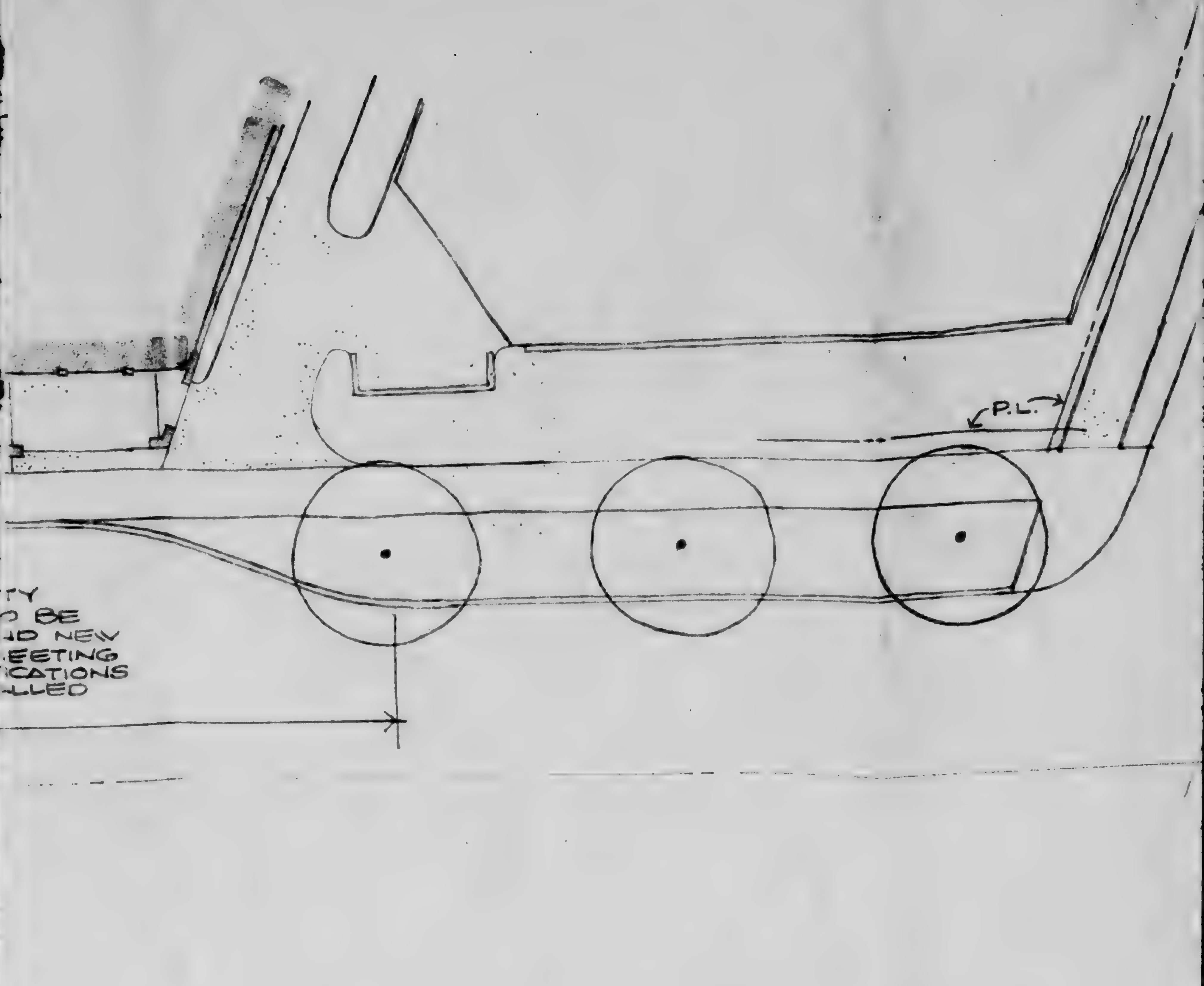

THE WATERTOWER
COVERED ARCADE WALKWAY
10'-0"
EXISTING CITY SIDEWALK TO BE REMOVED AND NEW SIDEWALK MEETING CITY SPECIFICATIONS TO BE INSTALLED
PROPOSED BUS TURNOUT (176'-0")
AM AVE.
ACADA 1/16"=1' 0"
NORTH



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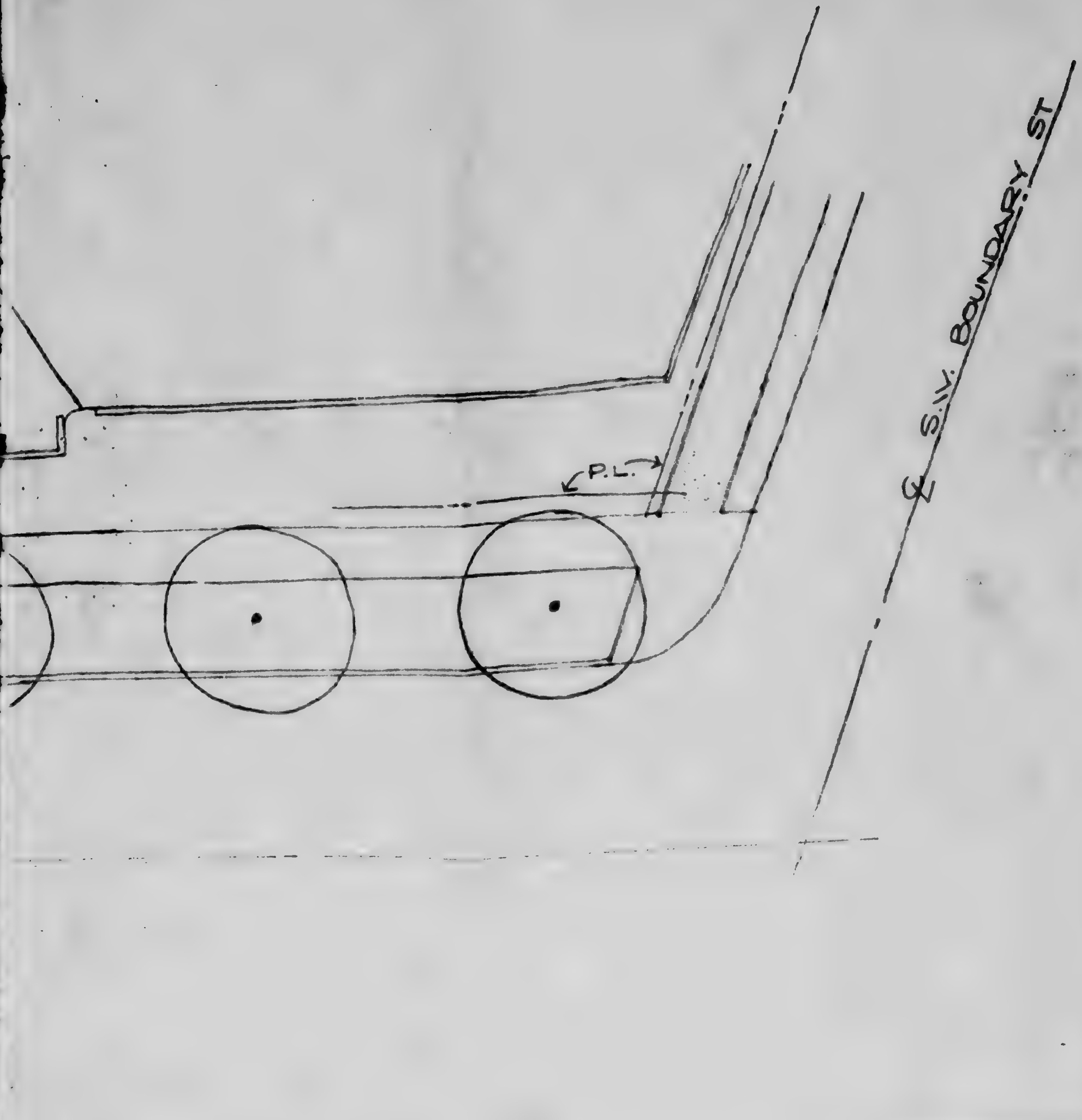
P.L.
℄ S.V. BOUNDARY ST

1859

**OREGON STATE
HIGHWAY DIVISION**

METROPOLITAN SECTION
5821 N.E. Glisan Portland, Oregon 97213 Phone: 229-6971

RECEIVED
OCT 25 1973
JOHNS LANDING

October 23, 1973

Copy

JOE GRIGGS
Johns Landing No. 200
The Water Tower Building
5331 S.W. Macadam Avenue
Portland, Oregon 97201

In order to relate the proposed widening of Macadam Avenue as envisioned by your effort to the entire Avenue, I will lay a 110-foot shaded strip on our existing map of Macadam Avenue and have this available for review with the Terwilliger-Corbett Neighborhood Association November 14. This will provide that group an idea of how the widening of the Macadam as envisioned by you would effect the area north and south of the development.

env. impact statement

As generally agreed the City and State could develop an interim plan for Macadam Avenue to provide for traffic during the next 5-7 years upon receipt of projections of traffic resulting from the Johns Landing Development. This should include the access points which will be utilized by the development and the projected traffic volumes and movements at those points.

mac. task force

I would also appreciate your ideas as to providing for this additional load on Macadam Avenue during the next 5-7 years that an improvement for Macadam Avenue is developed. This might include locations for signalization, left turn refuges, bus turn outs, etc.

As I understand you the only immediate problem was the bus turn out at the Water Tower Building caused by DEQ requirements and that the left turn refuge at boundary is not an immediate problem but a problem which will develop in the next one-two year period. However, I am reluctant to proceed with the bus turn out due to the initial work done by the Highway Division which indicates that that right of way will be required for the left turn channelization and that although the long-range plan you have developed indicates the right of way encroaching on the railroad, this would most likely not become a realization within the next one-two year period. Therefore, prior to issuing a permit for the bus turn out, I believe the left turn refuge at boundary as well as signalization should be resolved and propose to do that upon receipt of the above information from you.

R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

cc Don Bergstrom - City Traffic Bureau
Allan Fox - City Planning Commission

1859

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 15, 1974

NOTED
E. S. HUNTER

JOSEPH O. C. GRIGGS
JOHNS LANDING
#200 - The Water Tower
5331 SW Macadam
Portland, Oregon 97201

MACADAM AVENUE

Ken Limbocker, our Design Engineer, advises me that he has made arrangements for you to receive a recent aerial map of Macadam Avenue section of the Oswego Highway when it is available. Actual survey work has not been started and therefore there is no monument work accomplished on the right of way for Macadam Avenue.

I did report to Mr. Baldwin relative to John D. Gray's letter to Glenn Jackson and a response to Mr. Gray's letter should be forthcoming.

R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

cc E. S. Hunter

RECEIVED
MAY 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Hunter

JOHNS LANDING

May 1, 1974

Mr. R. N. Bothman, Metropolitan Engineer
Oregon State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Dear Bob:

Enclosed is a copy of the letter we talked about last week. Let me know if you get any feedback from it or need additional information.

Have you recently surveyed the Macadam Avenue right-of-way and curbs in our area, or do you have an older accurate survey? Such a document would be extremely helpful to us in our own survey program.

I believe you mentioned that you had flown this area last year. Do you have a high altitude photo or composite photo covering the area from the Sellwood bridge to downtown? If so, please let me know what arrangements we should make to get a print.

Thanks for your assistance.

Sincerely,
Joe

Joseph O. C. Griggs
Project Architect

JOCG:er

Enc.

METROPOLITAN ENGINEER
MAY 2 1974

[illegible]

Macadam Investors Oreg., Ltd.
#200 - The Water Tower
5331 Southwest Macadam Portland, Oregon 97201
Phone (503) 228-9431

Drawing

METROPOLITAN ENGINEER
MAY 2 1974

April 22, 1974

Same letter to:

Mr. Kess Cannon, Director
Department of Environmental Quality
1234 S. W. Morrison
Portland, Oregon 97205

Mr. Glenn Jackson, Chairman
State Highway Commission
State of Oregon
Highway Building
Salem, Oregon 97310

Dear Glenn:

RE: Macadam Avenue Bus Pull-out Lane

For some time we have been seeking approval to construct a planned Tri-Met bus pull-out lane on the west side of Macadam Avenue at the Water Tower building as shown on the enclosed drawing. Development of this bus lane and waiting area is one of the conditions agreed to in our D.E.Q. permit, and is highly desirable to effectively use existing public transit capabilities.

Mr. Bothman, Metropolitan Engineer for Oregon State Highway Department, has indicated in his October 23, 1973, letter to us that design for the bus pull-out lane should be done concurrently with design for left turn channelization at the Boundary Street intersection. However, there are so many variables remaining in the timing and design for this area that it would be extremely difficult to finalize a design with any assurance. The design of Macadam improvements and the future of the railroad spur are two of the major variables.

For the present, in order to make the use of existing transit facilities as convenient as possible and comply with our agreement with D.E.Q., we would like to proceed with construction of the bus pull-out lane at our expense, understanding that future street improvements may require removal or modification. If this bus pull-out lane is removed by future design of Macadam Avenue, we will be happy to work with Tri-Met and the Highway Department to relocate the facility.

Can you please help us get the necessary approvals to proceed at our expense so we can finish the street side of the Water Tower at least by this summer?

Sincerely,

John D. Gray

JDG:er

Enc.

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE
HIGHWAY DIVISION

May 14, 1974

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

HONORABLE KEITH BURNS
1501 Standard Plaza Building
Portland, Oregon 97204

OSWEGO HIGHWAY - ROSS ISLAND BR. - WEST LINN

I am responding to your letter concerning plans for the Oswego Highway from the Ross Island Bridge to West Linn.

That highway is included with 160 miles of highway to receive priority monies for improvement on the priority primary system. There are no current monies available for priority primaries (although budgeted by Congress) due to the freezing of this money by the Federal government. We do anticipate that monies will become available for this system in accordance with the original program which indicated $1.3-million budgeted for fiscal 1974 and $2.7-million for fiscal 1975.

At the present time there are no immediate plans for improvement of the Oswego Highway. However, I have served on the Mayor's Task Force for Macadam Avenue which prepared a report favoring an improvement of Macadam Avenue (Oswego Highway) from Ross Island Bridge to the City limits south of the Sellwood Bridge. At the same time the City of Oswego, participating with the committee, requested consideration for the Oswego bypass on the Oswego Highway. Both of these projects are only in the talking stage, with no definite plans at this time for their improvement.

However, the Macadam Avenue project is number two priority on the City's list of proposed bond projects for the region.

The property purchased at Macadam-Virginia-Taylors Ferry intersection will be required to develop that intersection when the Macadam Avenue project is planned. I do anticipate that planning will commence within the next year considering the priorities placed on the project by the City of Portland.

If you have further questions, please feel free to contact me.

[illegible] BY R. N. BOTHMAN

R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

cc F. B. Klaboe

RECEIVED
STATE HWY ENGR
MAY 17 '74
REFER TO
FOR
Info Inves R/D D/R Sign File

HOME ADDRESS
KEITH BURNS
501 STANDARD PLAZA BLDG
PORTLAND, OREGON 97204

MULTNOMAH COUNTY
DISTRICT 6

OREGON STATE SENATE
SALEM, OREGON
97310

COMMITTEES
CHAIRMAN:
LOCAL GOVERNMENT AND
URBAN AFFAIRS
VICE CHAIRMAN:
JUDICIARY
LABOR
MEMBER:
REVENUE
ELECTIONS
EXECUTIVE APPOINTMENTS

May 2, 1974

Department of Transportation
Metropolitan Section
5821 N. E. Glisan Street
Portland, Oregon 97213

Gentlemen:

The State Transportation Commissioner recently approved the Portland-Lake Oswego Highway from the Ross Island bridge to West Linn as a "priority Primary" route.

I shall appreciate knowing what the plans are for this section of highway, particularly whether or not it is the plan to utilize the property purchased long ago for widening this section of the highway, and if it includes carrying out of the plans to develop the Macadam-Virginia-Taylors Ferry intersection north of the Sellwood bridge.

Very truly yours,

KEITH BURNS

KB/mdh

RECEIVED
MAY 06 1974
[illegible]
SO RSM RSC RBI ENV LOC

Hunter

413 8

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 10, 1974

NOTED
E. S HUNTER

CPG 3-5-1

ERNIE BONNER
BUREAU OF PLANNING
424 SW Main
Portland, Oregon

ATTN: ALAN FOX

CORBETT-TERWILLIGER-LAIR HILL AREA

I have reviewed Draft I of the Comprehensive Plan for the Corbett-Terwilliger-Lair Hill area.

Having worked with the Mayor's task force for Macadam Avenue, it would appear appropriate perhaps to reference that activity, if approved by the committee, to the Comprehensive Plan for Corbett-Terwilliger-Lair Hill.

The note pertaining to depressing Macadam Avenue for a distance of two blocks to extend the Willamette Park into the neighborhood should only be placed on the plan if it is realized that it would take 500'-600' to gain sufficient depth to provide adequate highway clearance. In order to provide for a depressed section two blocks long, it would require the elimination of access on both sides of Macadam for about an eight block section or require removing the access on both sides of Macadam which is in a very limited right of way to provide frontage roads.

An example of such a situation can be seen at 17th & Powell. The extension of two blocks for park purposes is commendable; however, it would be at the expense of the additional six blocks on Macadam in a relatively developed area on the west side. It might be better to reconsider that request and instead reference some type of separated crossing of pedestrians and traffic at that point.

RECEIVED
MAY 17 1974
OFFICE OF
[illegible]

The footnote "improve Sellwood Bridge by bypass" is an interesting one considering the location of the bridge, river and cemetery. It might be more practical to footnote "improve Sellwood Bridge access from Macadam Avenue", giving leeway to innovative thinking to connect the Sellwood Bridge to Macadam. Considering that transit must also pass through that corridor, a bypass is questionable.

I believe the other approach, "improve Taylors Ferry intersection" is a good goal, giving planners an opportunity to come up with alternatives and solution.

Considering the overall proposed criteria for the area, perhaps consideration should be given to closing a number of the east/west streets at Macadam, developing access points at four block intervals, aligning with some of the specific areas you hope to retain intact in the area.

R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

cc R. L. Schroeder
E. S. Hunter

138

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
May 10, 1974

FILE:

FROM: JACK HESLA Jack Hesla
Metropolitan Utility Engineer

SUBJECT: PGE SUB-STATION SITE
SW MACADAM AVENUE

TO: R. N. BOTHMAN
Metropolitan Engineer

REC'D
E. S. HUNT

I have contacted PGE as requested in your memo to the files of May 6, 1974, concerning sub-station sites for the Johns Landing Development.

I contacted Robert E. Sullivan, Manager, Land Department, who was the principal representative at the subject meeting of your memo. Mr. Sullivan advised the site mentioned adjacent to SW Macadam was a portion of property being offered for sale by Fashion Craft Furniture Corporation at 4600 SW Macadam Avenue. This location would be easterly of the Corbett Street O'Xing structure of I-5.

Mr. Sullivan also advised the site did not fit the needs of PGE as a sub-station location and would not be used. PGE has two sub-stations serving this area of SW Portland. These subs are located at SW Water Avenue and Pennoyer Street and SW Taylors Ferry Road and Virginia Street. The ideal location for the new sub-station would be centered between the two existing subs. They will try to find an agreeable location so located. Mr. Sullivan also indicated it would be difficult to install transmission facilities from the Fashion Craft site to the areas to be served. He will keep me informed on proposed sites should any be considered along SW Macadam.

ar

cc Hunter

RECEIVED
MAY 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

☒ ME ☐ CE ☐ PE ☐ DE ☐ OE
METROPOLITAN ENGINEER
MAY 10 1974
☐ ED ☐ TE ☐ UE ☐ FILE ☐ T/A

Hunter

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 6, 1974

To: MEMO TO THE FILE

ORIGINAL SIGNED BY R. N. BOTHMAN

From: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: LAIR HILL-CORBETT-TERWILLIGER
COMMITTEE MEETING

MACADAM AVENUE

NOTED
E. S. HUNTER

Attended subject committee meeting May 2. Three basic proposals were made to the committee which will soon be involved with the development of Macadam Avenue:

1. A proposal for a PGE sub-station to handle the Johns Landing project;
2. Provisions for a setback variance to provide for building Johns Landing condominiums in excess of 200' from a public street (located on a private street in the Johns Landing Development between Macadam and the river);
3. Provision to provide for a variance to allow construction of public sewer on these private streets in the Johns Landing Development as opposed to requiring the Johns Landing Development to develop a separate sewer district.

The following points of interest should be noted regarding the approach taken by PGE in establishing their sub-station site.

PGE had investigated four alternative sites in the area (unknown to anyone) and selected on an engineering judgment the site they felt most feasible. This resulted in acquisition of 14 parcels including 11 houses.

Next PGE sent right of way agents into the area to acquire options without identifying themselves. These agents actually did acquire options on a portion of the properties, then ran up against oppostion. At that time they indicated that they worked for PGE. They had obtained options from a number of properties and used these prices to get others to sign options. They were accused to threatening eminent domain to get the remainder of the parcels. The neighborhood had looked into this sufficiently to find that one agent involved with PGE had been cited on six occasions before the State Board of Real Estate for unethical procedures but had not been found guilty.

The neighborhood community is opposed to taking a full city block from the existing community. The new Johns Landing Development is requiring the sub-station and the citizens feel the sub-station could be within that development. PGE did have one site in a warehouse near Macadam Avenue (we should look into this as it relates to widening of Macadam on the east side).

RECEIVED
MAY 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

There was much discussion at the meeting regarding condemnation procedures. People in the neighborhood do not understand the procedure of condemnation nor eminent domain.

One conclusion by the PGE discussion leader was that "we got caught."

The planning committee requested PGE to provide the criteria used in the selection of a station. They will apply this against those sites proposed by PGE as well as additional sites suggested by the neighborhood planning committee.

During the discussion many questions arose re what stage the PGE plan was in. This is a critical area that we should watch out for in development of Macadam Avenue.

Emphasis was also placed on putting the improvement in the area served, not in the area which presently had adequate facilities. This also would apply to the improvement of Macadam Avenue where we will be improving Macadam to handle the Johns Landing traffic and Oswego traffic, as opposed to neighborhood traffic through which the facility is going.

The planning committee has sub-committees which function in each block of the Corbett-Lair Hill community. They review each question placed before the planning committee. This brings together a pretty good representation of the neighborhood acting on questions before the planning committee.

ar

cc ✓E. S. Hunter
G. Sund
K. D. Limbocker - Have Hesla check site with PGE.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213
May 2, 1974

To: MEMO TO THE FILE

SUBJECT: MACADAM AVENUE
OFFICE BUILDING - BUS TURNOUT

ORIGINAL SIGNED BY R.N. BOTHMAN

From: R. N. BOTHMAN
Metropolitan Engineer

Met with Alan Fox and Bob Kile Wednesday, May 1, re plans submitted by Johns Landing for an office building on the westerly side of Macadam Avenue at Pendleton.

The request indicated development of a bus turnout within the existing 80' Highway right of way. This is a parallel request to the Water Tower bus turnout.

The major difference is that the Johns Landing Development has proposed to build the building out to the right of way line with a nominal clearance, not sufficient to accommodate a bus turnout at a later date. They have also proposed to extend their sidewalks and landscaping between the building and the sidewalk into all the streets surrounding the block where this office building is to be located.

I restated my recommendation to Alan Fox, Planner for the Corbett-Terwilliger-Lair Hill Planning Committee, reviewing the proposal: that the development of a turnout required under DEQ permits to construct for office buildings, etc. should be located on private property, allowing the entire 80' of the Macadam right of way for future purposes.

This would involve placing the back of the sidewalk 10' into the developer's property, allowing for the 10' bus turnout to be located behind the regular curbline, located 6' into the State right of way, allowing for development of the sidewalk. Additional space for plantings between the curb and sidewalk or between sidewalk and back of property line will have to be developed from the developer's property. This concept is a part of the Mayor's Task Force recommendation that right of way be reserved for street use and landscaping be provided on private property as part of that development.

ar

cc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
H. S. Coulter

RECEIVED
STATE HWY ENGR
MAY 3 '74
REFER TO
FOR

Info	Inves	A/D	D/R	Sign	Act	File

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213

April 18, 1974

To: MEMO TO THE FILE

SUBJECT: MACADAM AVENUE
BUS TURNOUT AT WATERTOWER BUILDING
JOHNS LANDING

ORIGINAL SIGNED BY R. N. BOTHMAN

From: R. N. BOTHMAN
Metropolitan Engineer

Joe Griggs, Project Manager, advised that John Gray was sending a letter to Glenn Jackson and Kessler R. Cannon requesting approval to construct a bus turnout on the Macadam Avenue right of way at the Watertower Building.

The bus turnout has been a subject of considerable discussion during the past year among DEQ, OSHD and Johns Landing. The development of the Watertower facility and subsequent construction is pending approval of a permit to construct through DEQ which has required a bus turnout.

The Macadam Corridor Committee has set stringent criteria for the development of Macadam Avenue, including utilization of the entire right of way but limiting the acquisition to not more than 20 additional feet.

Johns Landing earlier requested a signal at Boundary Street, one block from the Watertower Building, for installation of a signal and left turn refuge as an interim solution. If that were to be accomplished it would be necessary to have the entire right of way at the Watertower Building for the left turn hideout precluding the use of that right of way for a bus turnout.

In the long range plans calling for a 4-lane boulevard with a 16' median for left turn refuge and landscaping, there would not be adequate space within the right of way for the bus turnout in front of the Watertower Building.

I have indicated to Joe Griggs that pending determination of all the interim problems to handling traffic increase generated by the Johns Landing development and subject to final determination of long range plans for Macadam Avenue, I did not feel it appropriate to place the bus turnout on the State's right of way satisfying a condition of a permit to construct from DEQ. I advised Johns Landing that the bus turnout could be constructed at this time within the right of way with a clear statement of understanding that when the right of way was required for development of Macadam it would be necessary for the Johns Landing people to reconstruct the bus turnout on their property. I feel that this should be designed into their plan at this time while space is available on their property.

ar

cc F. B. Klaboe
H. S. Coulter
E. L. Hardt

RECEIVED
STATE HWY ENGR
APR 19 1974
REFER TO
FOR
Info
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File

FORM E-30 (REV. 10-69)

RECEIVED
MAR 18 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213
March 12, 1974

SUBJECT: MACADAM AVENUE AND UNION AVENUE

To: F. B. KLABOE
Administrator of Highways
and State Highway Engineer

NOTED
H. S. COULTER

ORIGINAL SIGNED BY R.N. BOTHMAN

From: R. N. BOTHMAN
Metropolitan Engineer

The Environmental Quality Commission adopted a recommendation of the Directors February 22, as follows:

"The Director further recommends that the Commission authorize him to approve the entire Johns Landing project, only if the following comitments are made by the appropriate governmental agencies; (1) Improvement of Macadam Avenue to a four lane boulevard-type facility with 12-foot lanes and left turn refuges and including appropriate measures to reduce noise levels such that median ambient noise level is not increased over existing levels."

A second recommendation for implementation of a demonstration light rail transit system was modified by the Commission to state: "A commitment by Johns Landing to rebuild the (Southern Pacific) tracks to accommodate a light rail transit system."

A third recommendation adopted was to improve the bus transit system in the corridor (including feeder bus, mini-bus and dial-a-bus service), again a responsibility of Tri-Met.

Representatives attending a meeting March 11 called by Kess Cannon explored the three requirements placed upon the Johns Landing developers by DEQ. The meeting resulted in a briefing for Kess Cannon with a commitment sought for all agencies to cooperate in fulfilling the requirements for the development of the Macadam Avenue corridor in order to facilitate the completion of the Johns Landing project.

The report of the Macadam Corridor Task Force on Transportation was completed last week and a copy is attached for your consideration.

The question now is who initiates the first action for implementation of an improvement project on Macadam Avenue.

K

Although improvement of Macadam Avenue is tied to the widening of the street, it is also tied to the park and ride station at Lake Oswego with exclusive routes to the central business district and development of the light rail system in the corridor.

While the other developments for the corridor are based on plans to come in the future, the improvement to Macadam Avenue could be initiated within the current programs available to the Highway Division. At the present time there are two sources of funding: the urban extension funds and the State bond funds. Initiation of a project for Macadam under the first category depends upon a priority placed by the Highway Division on the development of Macadam Avenue. Utilization of the bond monies would require a high priority placed by the City of Portland in their projects submitted to CRAG.

Both Macadam Avenue and Union Avenue appear to be developing high priorities in the City of Portland for street improvements, both to include some type of transit, either bus or light rail. A third project, development of McLoughlin Boulevard, has not been discussed by the City.

State Highway Division estimates for the development of Union Avenue are $10-million, Macadam Avenue $8-million, and McLoughlin $3-million.

My question concerns the possibility of placing any or all of these three projects on the Highway Division's program under the urban extension programs. I realize this funding is limited and applied State-wide; however, it would appear that some portion of these funds should be extended to these three primary highways which have only that source of Federal funding available for their improvements. The second option is to place the "monkey" on the City's back to fund these projects or some of them under the bond program.

I would appreciate your comments as to the availability of urban extension funds for these projects.

ar

cc G. M. Baldwin
E. S. Hunter
R. L. Schroeder
H. S. Coulter

Attachments

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 7, 1974

SUBJECT: UNION AVENUE

To: MEMO TO THE FILE

From: R. N. BOTHMAN
Metropolitan Engineer Bothman

☐ ME ☐ CE ☐ PE ☐ DE ☐ UE
METROPOLITAN ENGINEER
MAR 8 - 1974
☐ EP ☐ TE ☐ UE ☐ FILE ☐ T/A

Met with Dennis Wilde and two representatives of the City of Portland Planning Bureau to review possible financing methods for preliminary engineering on Union Ave. between Columbia Blvd. and Broadway.

Contacted both Schroeder and Unrein to obtain answers which were posed. It appears there are only two possibilities for funding such a project: 1) Priority primary monies which are presently impounded and may be available sometime late this fall, and 2) Urban extension monies which are presently programmed but not obligated which could finance this project by reordering priorities.

There is a possibility that bond monies could be used on this project.

The City is progressing rapidly on a redevelopment project for Union Ave. which developed from the Model Cities Program. The reconstruction of Union Ave. is only a small portion of this overall project; however, it appears timely that the street project now be pursued to fit with the other studies for redevelopment of the businesses. As an example - the economic study for the area will be completed June 1 and probably would be available to those writing the initial EIS for the street improvement.

The basic design now touted includes a four land boulevard with transit either in the middle or on one side with an estimated cost of $10 million. The P.E. costs were then estimated at 7% of the construction costs or $500,000.

The City Council will act next week directing the mayor to request urban extension funding from the Highway Division to proceed with the project.

The proposal will be for the Highway Division to carry out the preliminary engineering on this project. The request from the city will be directed to the Administrator of Highways.

pq

cc F. B. Klaboe
R. L. Schroeder
Richard Unrein

1859

ENVIRONMENTAL QUALITY COMMISSION

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5696

TOM McCALL
GOVERNOR

B. A. McPHILLIPS
Chairman, McMinnville

GRACE S. PHINNEY
Corvallis

JACKLYN L. HALLOCK
Portland

MORRIS K. CROTHERS
Salem

ARNOLD M. COGAN
Portland

DIARMUID F. O'SCANNLAIN
Director

MEMORANDUM

To: Environmental Quality Commission

From: Director

Subject: Agenda Item No. D , February 22, 1974 EQC Meeting

Proposed 2464 Space Parking Facility for the Johns Landing Residential/Commercial Development, Portland

Background

On December 19, 1973, the Department received an application from Macadam Investors, Oregon, Ltd. to construct 2464 parking spaces to serve a new residential/commercial development proposed for a 70 acre site between S. W. Macadam Avenue and the Willamette River in Portland (Figure 1).

On December 31, 1973, the Department received an environmental impact statement providing details on the total Johns Landing project and the expected environmental effects of the project.

The project site extends 4500 lineal feet along the Willamette River and about one mile along the east side of S. W. Macadam Avenue, from S. W. Seymour Street on the north to S. W. Nebraska Street on the south. Existing site uses include industry, vacant land, and a Southern Pacific rail line paralleling the river.

In addition to the large area along the river, the project site includes four blocks on the west side of Macadam from S. W. Sweeney to S. W. Iowa Streets.

Table 1 illustrates the type and size of the residential and commercial developments in the project with proposed parking space allocation.

TABLE 1

Proposed Project Totals

Lane Use		Total Area Served	Parking Spaces
Residential		800 units	1232
Office		352,000 G.S.F.	710
Retail		100,000 G.S.F.	200
Motel		60 Units	60
Restaurant		20,000 G.S.F.	200
Recreation		50,000 G.S.F.	62
	Totals	522,000 G.S.F. 860 Units	2464

The entire project will have 2000 to 2400 residents and a working population of 3000 people.

Construction is scheduled to begin in February, 1974 with the completion of 109 residential units and 20,000 gross square feet of office space by the end of the year. The remainder of the construction is phased over five years with completion of the entire project expected in 1978.

The Portland Planning Commission approved a zone change, required for the project, from M2 to M3 on January 22, 1974. This decision must be affirmed by the City Council. It is scheduled for a hearing before the Council in the first week of March, 1974.

Macadam Avenue (Oregon Route 43) is the primary transportation corridor serving the Johns Landing project site and vicinity. Comprised of four 10-foot wide lanes, it is designated an arterial highway and serves as a north-south facility between West Linn, Lake Oswego, and downtown Portland. The level of service on Macadam at the present time in the project area is E to F. This represents stop and go traffic during peak hours with speeds in the range of 5 to 10 miles per hour.

Tri-Met currently serves the project site with four bus lines, including Oregon City-South Shore #36, Tualatin-North Shore #37, Dunthorpe #39, and Capitol Hill #40.

Discussion:

According to the environmental impact statement submitted with the parking facility application, the Johns Landing project will have a significant environmental impact in the vicinity of the project. These impacts are delineated as follows:

1. Traffic: Assuming that there are no significant improvements to the existing level of transit service in the project area, the completed project will generate approximately 22,000 automobile trips per weekday. This will result in significant increases in vehicular traffic on Macadam Avenue and certain streets in the residential areas on the west side of Macadam. Traffic volumes on Macadam will increase by 8000 to 10,000 vehicle trips daily. This represents nearly a 50% increase in traffic on Macadam. Considering the present inadequacies of Macadam Avenue and the poor level of service, the large increase in traffic without improvements to Macadam or transit service would result in intolerable delays and congestion.

2. Air Quality: Again assuming no significant improvements to the existing level of transit service or to Macadam Avenue, the maximum 8-hour carbon monoxide levels predicted for 1978 are in the range of 4 to 8 mg/m^3. Considering the limitations of the prediction methodology used, these levels are close enough to the Oregon and National standard of 10 mg/m^3 to expect a few violations in 1978 of the standard. This condition would be expected to improve with the gradual replacement of older cars such that by 1980 no carbon monoxide violations would be expected.

The environmental impact statement also predicts annual levels of nitrogen oxides in the range of 69 to 122 ug/m^3 in 1978 and 63 to 100 ug/m^3 in 1980. The major portion of these oxides of nitrogen are nitrous oxide (NO) and nitrogen dioxide (NO_2). Nitrous oxide is converted to nitrogen dioxide over a period of time and this conversion is one of the key elements in the formation of photochemical smog.

The national standard for nitrogen dioxide is 100 ug/m^3 annual arithmetic mean. The major portion of nitrogen dioxide in the project area will come from downtown Portland due to the prevailing winds and time lag in conversion of nitrous oxide to nitrogen dioxide. However, the project will add to the total formation of nitrogen dioxide and photochemical oxidants downwind of Portland. Maximum photochemical oxidant concentrations are expected to be monitored in the Milwaukie area at the Department's planned monitoring site. It is not possible to predict accurately the levels of photochemical oxidant at this monitoring station or the contribution of the Johns Landing project to the total. It can only generally be said that the project will contribute to the levels monitored beyond 1978.

Levels of lead particulate in the project area are predicted to be in the range of 1.2 and 2.9 ug/m^3. This compares to a level of

2.0 ug/m^3 which EPA considers to be a safe level and the California standard of 1.5 ug/m^3. It also assumes that proposed federal regulations to limit the lead content of gasoline will be implemented.

In conclusion it can be said that the Johns Landing project will have a significant impact on air quality which will be mitigated only by the air pollution controls on new cars, unless significant improvements are made to public transportation and Macadam Avenue.

3. Noise: Basically, the entire area from the Willamette River to the Baldock Freeway (I-5) including the Johns Landing project area, is presently in violation, and will continue to be in violation through 1990, of both the Federal Highway Administration guidelines (L_{10} level not to exceed 70 dBA), and the proposed DEQ standards (L_{10} level not to exceed 63 dBA).

The major sources of traffic noise in the area are the Baldock Freeway, Barbur Blvd. and Macadam Avenue. The Johns Landing project will cause an increase in noise levels on Macadam Avenue causing a slight increase in the noise levels in the neighborhood.

As a means of reducing the environmental impact of the project, the applicants have proposed several measures to increase transit ridership and improve Macadam Avenue. In addition, a Macadam corridor task force, appointed by Mayor Goldschmidt, has developed several proposals to improve transportation in the entire Macadam Avenue corridor.

The applicant will provide the following incentives to transit riders:

1. Johns Landing will write into the Homeowners Association agreements, the Tenant Association agreements and the Office Management agreements a means of providing a 20% reduction in transit fares for residents and tenants in the project.

2. Johns Landing has provided for maximum joint use of parking spaces in the project and generally minimized the total parking supply consistent with DEQ guidelines.

3. Johns Landing will construct bus shelters on Macadam and Corbett Avenues at the Water Tower and will construct another on the east side of Macadam near the Town Center.

4. Johns Landing will provide current Tri-Met scheduling and route information which will be displayed in shops and offices in the project and at the bus shelters.

5. Johns Landing has offered to provide a water transit terminal at the Town Center if Tri-Met develops a water transit service.

6. Johns Landing will provide a pedestrian overpass across Macadam Avenue.

7. Johns Landing will relocate the Southern Pacific rail line that passes through the project site to an alignment parallel to Macadam and make it more accessible for possible use with light rail transit.

Each of the above measures that Johns Landing has agreed to undertake will tend to reduce the total impact of the project, however, without major improvements to transit service and Macadam, the environmental impact will still be unacceptable. The Mayor's "Macadam Corridor Task Force on Transportation" has identified the necessary improvements that must be made in the Macadam Corridor concurrent with the construction of Johns Landing. These are summarized as follows (also see attached draft report of the Task Force):

1. Upgrade Macadam Avenue to a four-lane boulevard-type arterial with 12 foot travel lanes, left turn refuges, sidewalks and other amenities.

2. Maintain the rail right-of-way through the corridor and implement a demonstration light rail project immediately using the existing rail line.

3. Improve bus transit service in the corridor including feeder bus, mini-bus and a dial-a-bus service.

The implementation of the improvements recommended by the Task Force collaterally with the construction of the Johns Landing project and supplemented by the measures to be implemented by Johns Landing would reduce the traffic and air quality impact of the project to acceptable levels. Noise levels would also be reduced slightly, but not to acceptable residential levels (FHWA and proposed DEQ standards).

Conclusion:

1. The construction of the entire Johns Landing project will result in significant environmental impacts in the project vicinity.

2. The environmental impact of the project can generally be reduced to acceptable levels only by implementation of significant improvements in public transit and to Macadam Avenue such as those improvements recommended by the Mayor's task force.

3. The appropriate governmental agencies have not as yet made the necessary commitments to improve public transportation and Macadam Avenue.

4. The construction of the first phase of the Johns Landing project, in conjunction with the transit rider incentive measures proposed by Johns Landing, it is concluded, will not adversely affect the environment and can be approved for construction at this time.

5. Due to the possible adverse environmental impact, approval of the entire Johns Landing project should be deferred until the necessary commitments are forthcoming from the appropriate governmental agencies to improve Macadam Avenue and public transportation in the Macadam corridor.

Director's Recommendation:

The Director recommends that the Commission approve for construction, parking facilities, D, G, F, E, and P, totaling 272 spaces, according to the plans and specifications submitted by Macadam Investors, Oregon, LTD. with the following conditions:

Macadam Investors, Oregon, LTD. will:

1. Write into the Homeowners Association agreements, the Tenant Association agreements and the Office Management agreements a means of providing a 20% reduction in transit fares for residents, tenants and employees in the project.

2. Construct bus shelters to meet or exceed Tri-Met specifications on Macadam and Corbett avenue at the Water Tower and on the east side of Macadam near the Town Center site.

3. Provide current Tri-Met scheduling and route information which will be displayed in shops and offices in the project and at the bus shelters.

The Director further recommends that the Commission authorize him to approve the entire Johns Landing project only if the following commitments are made by the appropriate governmental agencies:

1. Improvement of Macadam Avenue to a four lane boulevard-type facility with 12 foot lanes and left turn refuges and including appropriate measures to reduce noise such that the median ambient noise level is not increased over existing levels.

2. Implementation of a demonstration light rail transit system using the existing Southern Pacific rail line.

3. Improved bus transit service in the corridor including feeder bus, mini-bus or dial-a-bus service.

DIARMUID F. O'SCANNLAIN

5000 workers
2400 Residents > Johns Landing.

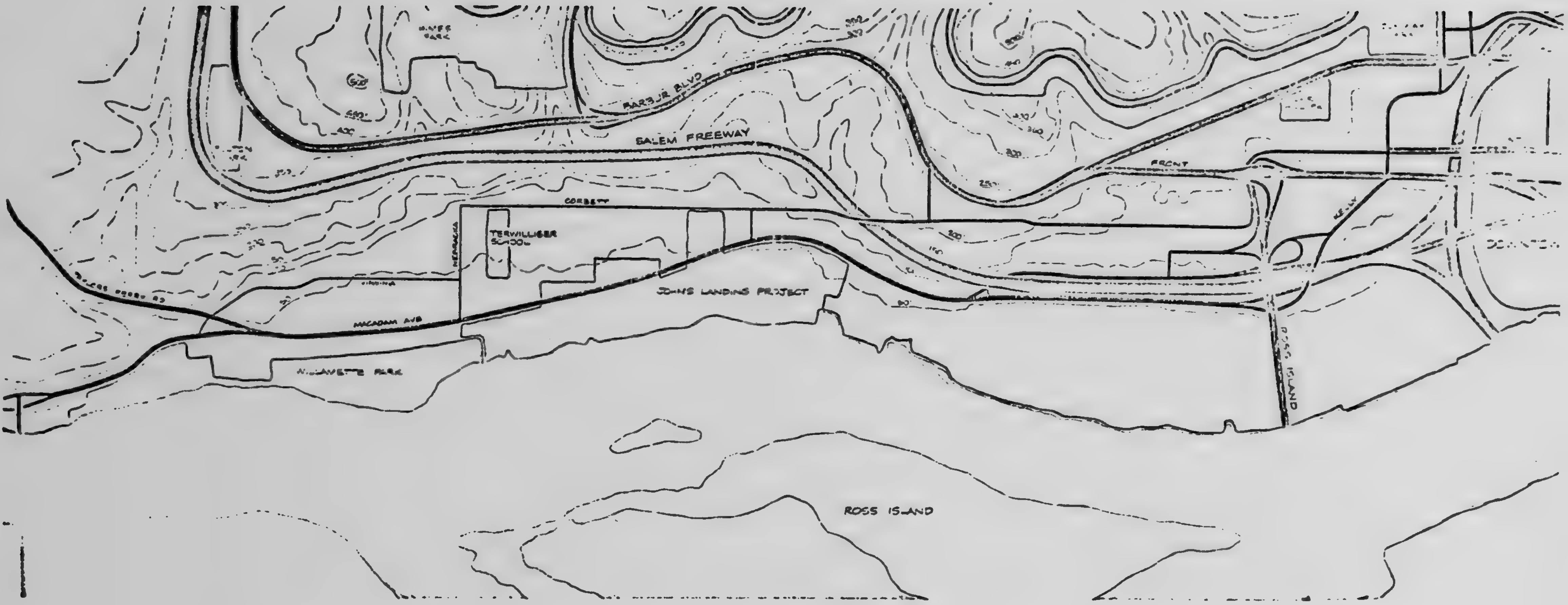
Task Force 1st May Recomendation.

Hwy Commitment Macadam Urban.
Prim Ext.
Bond

Catalysist — Macadam Street Improvement

#1

MJD:h 2/14/74


HILLS PARK
BARBUR BLVD
SALEM FREEWAY
CORBETT
FRONT
KELLY
DOWNTOWN
TERWILLIGER SCHOOL
NEBRASKA
VIRGINIA
TAYLORS FERRY RD
MACADAM AVE
JOHNS LANDING PROJECT
WILLAMETTE PARK
ROSS ISLAND
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500'
400
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Vicinity Map

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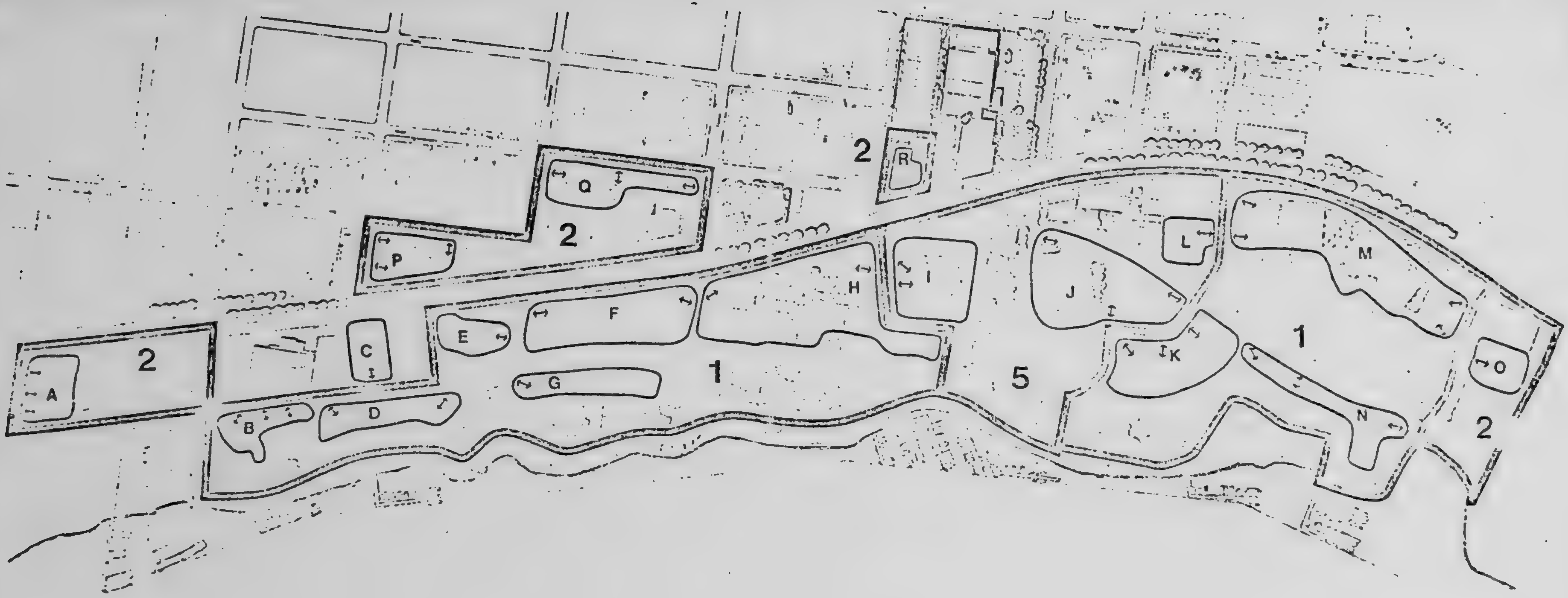

CLASS

1	RESIDENTIAL
2	OFFICE
5	JOINT USE

A	SURFACE
B	SURFACE COVERED
C	UNDERGROUND
D	SURFACE COVERED
E	UNDERGROUND
F	SURFACE AND UNDERGROUND
G	SURFACE COVERED
H	SURFACE COVERED
I	SURFACE AND UNDERGROUND
J	SURFACE AND UNDERGROUND
K	SURFACE COVERED
L	UNDERGROUND
M	SURFACE AND UNDERGROUND
N	SURFACE
O	UNKNOWN
P	SURFACE
Q	SURFACE AND UNDERGROUND
R	UNDERGROUND

Parking Facilities

>N
0 300 600'

8

JOHNS LANDING

December 18, 1973

Mr. Diarmuid F. O'Scannlain, Director
Department of Environmental Quality
1234 S. W. Morrison Street
Portland, Oregon 97205

Dear Mr. O'Scannlain:

The enclosed application is for the entire Johns Landing project. Construction is projected for a five to seven year period. An environmental impact statement is being prepared by CH2M Hill and will be forwarded to your office prior to the first of the year.

Very truly yours,

Joseph Griggs

J. O. C. Griggs
Project Architect

JOCG:er

Enc.

cc: Betty Merton, CH2M Hill

[illegible] 1 1973
Air Quality Control

Macadam Investors Oreg., Ltd.
#200 - The Water Tower
5331 Southwest Macadam Portland, Oregon 97201
Phone (503) 228-9431

STATE OF OREGON
1859

TOM McCALL
GOVERNOR

DIARMUID F. O'SCANNLAIN
Director

DEPARTMENT OF ENVIRONMENTAL QUALITY

PARKING FACILITY
NOTICE OF CONSTRUCTION AND APPLICATION FOR APPROVAL

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229- 5267

To Construct or Modify an Air Contaminant Source

(A letter of approval to construct must be obtained from the Department prior to construction. The Department may request an environmental impact statement or other information within 30 days of receipt of this application.)

Business Name: Macadam Investors, Oregon, Ltd./Johns Landing Phone: 228-9431

Address of Premises: 5331 S. W. Macadam Ave. City Portland Zip: 97201

Nature of Business: development

Responsible Person to Contact: Joe Griggs Title: Project Manager

Other Person Who May be Contacted: Betty Merten Title: CH2M consultant

Corporation ☐ Partnership ☑ Individual ☐ Government Agency ☐

Legal Owner's Address: 5331 S. W. Macadam Ave. City: Portland Zip

Description of Parking Facility and its Intended Use. (Please include 2 copies of Plot Plan showing parking space location and access to streets or roadways):

Class I, II, and III parking for 2,464 total spaces to serve residential and commercial development on 70 acres along S. W. Macadam Avenue between S. W. Seymour on the north and S. W. Nebraska on the south.

Estimated Cost: Parking Facility Only: $ Total project parking cost approximately 4.25 million

Estimated Construction Date: Feb. 1974 Estimated Operation Date: Phased from 1974 through 1978.

Name of Applicant or Owner of Business: Macadam Investors, Oreg., Ltd.

Title: Project Architect Phone: 228-9431

Signature: Joseph Griggs Date: December 18, 1974

Applicability: This Notice of Construction Requirement Pertains

1. To areas within five miles of the minicipal boundary of any city having a population of 50,000 or greater.
2. Any parking facility used for temporary storage of 50 or more motor vehicles or having two or more levels of parking for motor vehicles.

- -

Date Received:

N/C Number

DEQ-1

JOHNS LANDING

February 8, 1974

Mr. Diarmuid F. O'Scannlain, Director
Department of Environmental Quality
1234 S.W. Morrison
Portland, Oregon 97205

Dear Mr. O'Scannlain:

In a conversation with Mike Downs of your staff today, certain conditions were made known to us of which we had formerly been unaware. Earlier conversations between our Environmental Impact Statement's consultants and members of the D.E.Q. staff indicated that the Johns Landing project was acceptable as it had been submitted with one exception - the lack of specific information regarding transit incentives. To clarify this area I discussed the following with Mike Down today: Johns Landing will agree to write into the Homeowners Association agreements, the Tenants Association agreements, and the Office Management agreements a means of providing a 20% reduction in transit fares for residents and tenants in the project. Similar agreement was acceptable to your agency for the Water Tower project.

We do feel very strongly, however, that such agreements should be contingent upon equal requirements from all developers in the metropolitan area in order to equalize market advantage.

Our Environmental Impact Statement has indicated the extent to which we are ccoperating with pertinent agencies regarding the improvement of Macadam Avenue and the improvement of public transportation facilities in the area.

I am enclosing a copy of the final draft of the statement by the Mayor's Task Force on the Macadam Avenue corridor. This task force is composed of all concerned governmental and planning agencies as well as developers and other business interests in the corridor. The consensus has been reached by this group regarding the needs for improvement of both Macadam Avenue and public transit facilities. The intent of the report is to provide the city, CRAG, and the State Highway Department with guidelines for improvement of these facilities.

Macadam Investors Oreg., Ltd.
#200 - The Water Tower
5331 Southwest Macadam Portland, Oregon 97201
Phone (503) 228-9431

I have also included recent correspondence related to these projects. We have no direct powers to make decisions beyond our continued participation in promoting early action for these improvements.

We feel that withholding D.E.Q. approval of the Johns Landing project in order to prompt the activities of the State Highway Department, the city, and transportation agencies is placing an unfair burden on the developer.

Until this afternoon's conversation with Mr. Downs, we had predicated our construction schedules on the basis of all agency approvals being obtained prior to the first of March. To delay commencement of construction beyond this date will mean the loss of a major part of the marketing season for housing, producing a very serious economic impact on the project.

Mike Downs indicated, also, a concern regarding the noise levels projected for the site, explaining that the staff has not as yet adopted any specific standards. We are aware of the desirability of reducing Macadam Avenue noise within the project and have investigated the following potential means of reduction:

1) Using an open matrix asphaltic paving which, according to reports, can reduce wheel noise by up to 30%.

2) The use of a G.M. barrier at the east edge of Macadam Avenue to reduce wheel noise transmission.

3) Reduction of traffic speed.

4) The use of distance, planting, building configuration, and building types as noise buffers.

If it is not possible to approve the entire project at the present time, we strongly urge approval of the southern portions of the project scheduled for construction in 1974, including 60 dwelling units to begin construction immediately, with an additional 49 to follow, and a 20,000 gross square foot office building. Approval of this portion of the project at this time would allow us to meet our projected construction schedules for 1974.

If any further information is required prior to the hearing date, please call.

Very truly yours,

Joseph Griggs

J. O. C. Griggs
Project Architect

JOCG:er

Enc.

cc: Mike Downs
Betty Merten, CH2M Hill
John D. Gray
William F. Courter

PORTLAND
OREGON

OFFICE OF
PLANNING AND DEVELOPMENT

GARY E. STOUT
ADMINISTRATOR

1220 S.W. FIFTH AVE
PORTLAND, OR 97204

RECEIVED

JOHNS LANDING

February 4, 1974

Macadam Corridor Task Force

Attached is the final draft of our Task Force Report. Please review it carefully. I would especially appreciate your comments and criticism. I would like a note or a call from everyone by Friday, February 15, even if you don't have any comments. This should give me enough time to make any necessary corrections and to draft a letter of transmittal to the Mayor in time for a meeting on the following Wednesday.

The City's Bureau of Planning is currently working on some graphic material which can also be included in this report. It is tentatively planned to include a regional map locating the Corridor, a more detailed map of the Corridor, some photographs of the Corridor, and a graphic depiction of how the Corridor might look if the Task Force's recommendations were adopted. This material will be available in time for our meeting on Wednesday, February 20, 1974.

Wednesday February 20, 1974
9 A.M. Mayor's Conference Room

PLEASE BE PROMPT

Sincerely yours,

Douglas E. Butler

Douglas E. Butler
Administrative Officer

DEB/gr

Enclosure

REPORT OF THE
MACADAM CORRIDOR
TASK FORCE ON
TRANSPORTATION

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I. Introduction

The Macadam Corridor Task Force was formed at the request of Portland's Mayor, Neil Goldschmidt. Mayor Goldschmidt made this request in response to inquiries from various public and private organizations about guidance, improvements, or other actions relating to transportation in the Corridor. He requested that the Task Force identify specific needs, goals, and recommendations that would be helpful in selecting the final transportation solutions for the Corridor.

Initially, the Mayor named the following eleven individuals to the Task Force:

Doug Butler - Office of Planning and Development
Alan Webber - Office of the Mayor
Dick Brainard - Downtown Waterfront Project
Sam Galbreath - Portland Development Commission
Alan Fox - Bureau of Planning
Don Bergstrom - Bureau of Traffic Engineering
Ed Wagner - Tri-Met
Bob Bothman - Oregon State Highway Division
John Moll - Corbett/Terwilliger/Lair Hill Planning Comm.
Joe Criggs - John's Landing
Hal Saltzman - Oregon International Center.

The Task Force met and voted to add the following two individuals:

Jon Morris - Cascade Construction (Local Business)
Carl Rohde - Lake Oswego Planning Commission

Each member of the Task Force was selected to represent a particular organization or interest. Each member tried to voice the concerns of the group he represented and, to the fullest degree possible, to represent that group.

The Task Force members universally expressed a sense of immediacy in dealing with the problems of the Macadam Corridor. The pressures of traffic safety, planned development, and neighborhood integrity are huge and they need to be dealt with NOW. In addition, the problems and recommendations addressed in this report should not be considered static. There will certainly be other specific problems and alternative solutions which will need to be reviewed by the Planning Commission and the City Council and it is the hope of the Task Force that the contents of this report are broad enough, and flexible enough to at least suggest a general consensus on any issue that may arise.

Though this report represents the culmination of the Task Force's efforts in terms of its original assignment, the Task Force feels that additional work is needed. An individual or group should be responsible for further coordination of plans and discussions for the Macadam Corridor and for ensuring immediate decisions and actions in the Corridor. Further, the Task Force agreed to meet in the future, if needed, to review and give advice on other plans and actions.

II. MACADAM CORRIDOR GOALS

1. ENCOURAGE ATTRACTIVE ALTERNATIVES TO THE AUTOMOBILE TO REDUCE THE NEED FOR REGIONAL AUTOMOBILE TRIPS THROUGH THE CORRIDOR.

   A. INCREASE THE MODAL SHIFT FROM AUTO TO PUBLIC TRANSPORTATION.

      1. Support Tri-Met Transit Improvement Plan.
      2. Improve transit reliability.
      3. Increase perceived value of transit.
      4. Improve mobility of young, old, physically handicapped and low-income travellers.
      5. Develop Tri-Met procedure for establishing new service or increasing existing service.
      6. Develop a Lake Oswego Park-and-Ride Station in conjunction with a well-designed park-and-ride system which includes a transit mall and which is as closely related to the existing mode of community activity as possible.
      7. Consider feasibility of use of water corridor for mass transit.
      8. Provide community access to alternative transportation modes.
      9. Scale speed of transportation and size of facilities to existing community, pedestrian and bicycle needs.

   B. MANAGE TRAFFIC TO REDUCE CONGESTION (AT PEAK HOURS).

      1. Reduce travel time.
      2. Provide for safe and efficient movement of goods and people.
      3. Provide additional capacity for movement.
      4. Encourage carpooling.

2. PROMOTE TRANSPORTATION SOLUTIONS WHICH ADDRESS CURRENT AND PROJECTED TRIP DEMANDS FOR LOCAL AND THROUGH TRANSPORTATION WHICH ARE IN SCALE AND COMPATIBLE WITH CONTIGUOUS LAND USE.

A. EXPLORE ALTERNATIVE MODES AND ROUTES TO REDUCE COMMUTER TRAFFIC.

1. Provide compatibility with pedestrian and bicycle movement.

2. Encourage carpooling.

3. Macadam should have adequate traffic control and pedestrian crossings.

4. Macadam should be well planted to reinforce the boulevard aspect.

5. Control off-street parking to protect public safety and ensure privacy of residential neighborhoods.

6. Provide transit right -of-way and connections between Lake Oswego, Terwilliger, John's Landing. Oregon International Center, The Downtown Waterfront, a multi-mode facility, Union Station, and the Old Town/ N.W. Natural Gas area.

7. Enhance community relationship to parks and the River.

B. REMOVE THROUGH-TRIP AUTO AND TRUCK TRAFFIC FROM NEIGHBORHOOD STREETS

1. Ensure adequate access and egress to commerical and industrial properties.

2. Neighborhood streets should be well managed to reduce through traffic.

3. Trucks should be accommodated without detriment to the neighborhood.

4. Re-route traffic around Corbett/Terwilliger/Lair Hill community.

3. MAINTAIN OR IMPROVE THE EXISTING ENVIRONMENTAL QUALITY.

A. Reduce vehicle-related air and noise pollution.

B. Macadam should be well planted to reinforce the boulevard aspect.

C. Control off-street parking to protect public safety and ensure privacy of residential neighborhoods.

D. Neighborhood streets should be well managed to reduce through traffic.

E. Trucks should be accommodated without detriment to the neighborhood.

F. Re-route traffic around Corbett/Terwilliger/Lair Hill community.

4. MAXIMIZE THE SHORT AND LONG-TERM ECONOMIC COST/BENEFIT OF IMPROVEMENTS TO THE COMMUNITY, BOTH IN PARTICULAR AND SYSTEM WIDE

A. Reduce travel time.

B. Provide interim as well as long-range solutions.

C. Deal with Macadam improvements on a staged basis.

D. Provide high level of transit service at minimum cost to user.

E. Ensure that costs of land and site development for the park-and-ride station are within reasonable limits.

F. Implement a demonstration light rail project as part of a larger regional program using existing right-of-way, with electrification, adjacent to the Lake Oswego park-and-ride station.

G. Ensure that rail costs can be justified.

5. IMPROVE COOPERATION AMONG RESPONSIBLE GOVERNMENT AGENCIES AND ENSURE MEANINGFUL CITIZEN PARTICIPATION.

A. Increase economic viability of public transportation.

B. Ensure rapid action.

C. Obtain commitment from local groups to support an improvement.

III. SPECIFIC RECOMMENDATIONS

It is not within the purview of the Macadam Corridor Task Force to specify fine details of the various options and alternatives and their impacts in the Corridor. Given this constraint, the Task Force has identified the parameters which are desirable in pursuing a multi-modal transportation solution consistent with the goals and objectives identified by the Task Force.

AUTOMOBILE ACCOMMODATION

1. MAINTAIN THE CURRENT CAPACITY ON MACADAM MAKING IMPROVEMENTS AS REQUIRED FOR SAFETY. THE FOLLOWING ELEMENTS SHOULD BE INCLUDED IN ANY SOLUTION CONSIDERED:

A. Automobile accommodation should remain within the present right-of-way.

B. Provide four - 12' lanes.

C. Include a median of 16' or less with turn refuges and landscaping.

D. Provide signalization for safety and for pedestrian crossings.

E. Provide a "boulevard treatment."

F. Allow landscaping in phases, especially where immediate compliance would require unreasonable expenditures.

G. Implement a design zone with sign control in the Corridor to guide future development.

H. Provide sidewalks adjacent to Macadam which may vary from six feet in width to an esplanade effect as constraints permit.

I. Avoid unreasonable impacts on industry and the community.

J. Use the pedestrian, median, and boulevard accommodations as variables when right-of-way constraints exist.

K. When possible, limit improvements (including rail) to the present right-of-way and in no case should the right-of-way be expanded by more than 20 feet.

2. MAKE OTHER NECESSARY STREET IMPROVEMENTS

A. Improve Highway 43 (State St.) possibly with a by-pass route from the south side of Oswego Creek to north of the Oswego City limits and with further solution to proceed north to the Sellwood Bridge.

B. Corbett should remain as a collector and no improvements for through-traffic should be made on any residential streets.

3. PROVIDE REQUIRED TRAFFIC CONTROL

A. Reinforce speed limit on Macadam.

B. Provide necessary signalization and turn refuges.

C. Consider selective street vacations, etc. as a means of discouraging the use of neighborhood streets by through traffic.

D. Limit access to and from Macadam.

PUBLIC TRANSIT

1. Maintain a rail right-of-way through the corridor.

2. Demonstrate advantages of public transit over the automobile.

3. Provide transit right-of-way and connections between the Lake Oswego park-and-ride station, Terwilliger, John's Landing, Oregon International Center, the Downtown Waterfront, a muti-mode facility, Union Station, and the Old Town/N.W. Natural Gas area.

4. Improve bus transit service in the Corridor. Consider feeder bus, mini-bus and dial-a-bus.

5. Implement a demonstration light rail project immediately as part of a larger regional program using existing right-of-way, with electrification, serving the park-and-ride station.

6. Maximize use of developments as transit stations.

7. Leave rail connections in the corridor "as is" until the results of the Tri-Met rail right-of-way study are available and until there are feasible, acceptable alternatives.

Bob C
Call Sylvia White
Tomorrow – w/o
Contact Com

Call
Joe

IV. Graphic Demonstration

To be furnished later.

held for reconsideration by the Commission pending an opinion by legal counsel.

It was MOVED by Mrs. Hallock, seconded by Dr. Crothers and carried that the Director's recommendation be approved denying certification of the facilities claimed in the application for the reason that said facilities do not function to dispose of or eliminate industrial waste.

JOHNS LANDING PARKING FACILITY

Mr. Downs presented the staff memorandum report dated February 14, 1974, regarding the proposed 2464-space parking facility for the Johns Landing Residential/Commercial Development in Portland.

Mr. Downs stated that the environmental impact statement received by the Department on December 31, 1973 provided details on the total Johns Landing project and the expected environmental effects of the project which would be significant in the areas of traffic, air quality and noise. The applicant proposes to reduce these impacts through several measures designed to increase transit ridership and to improve Macadam Avenue. However, several governmental units are involved in implementing these measures, and they have not as yet made the necessary commitments to do so. Construction of the first phase of the project would not adversely affect the environment, but approval of the entire project should be deferred until commitments are secured from these governmental units to improve Macadam Avenue and public transportation in the Macadam corridor.

Mr. Downs presented the Director's recommendation that the Commission approve for construction parking facilities D, G, F, E and P, totaling 272 spaces, according to the plans and specifications submitted by Macadam Investors, Oregon, Ltd., with the following conditions:

Macadam Investors, Oregon, Ltd. will:

1. Write into the Homeowners Association agreements, the Tenant Association agreements and the Office Management agreements a means of providing a 20 percent reduction in transit fares for residents, tenants and employees in the project.
2. Construct bus shelters to meet or exceed Tri-Met specifications on Macadam and Corbett Avenues at the Water Tower and on the east side of Macadam near the Town Center site.
3. Provide current Tri-Met scheduling and route information which will be displayed in shops and offices in the project and at the bus shelters.

Mr. Downs said the following should be added to the conditions:

4. Portland City Council to approve the zone change.

The Director further recommends that the Commission authorize him to approve the entire Johns Landing project only if the following commitments are made by the appropriate governmental agencies:

1. Improvement of Macadam Avenue to a four lane boulevard-type facility with 12-foot lanes and left turn refuges and including appropriate measures to reduce noise such that the median ambient noise level is not increased over existing levels.
2. Implementation of a demonstration light rail transit system using the existing Southern Pacific rail line.
3. Improved bus transit service in the corridor including feeder bus, mini-bus or dial-a-bus service.

Representing the applicant was Mr. Joe Griggs, project architect for Johns Landing. He gave a more detailed description of the project, which he described as an urban village, and the proposed transit improvements in the Macadam corridor. He discussed the commitment of the developer to work with the necessary governmental units to effect the recommended changes and felt an undue burden would be placed on the developer "to tie us to certain decisions which are beyond our control." He asked for approval of the entire project.

Discussion followed expressing approval of the concept, the Commissioners' concerns with respect to approving the entire project without first obtaining the commitments necessary to reduce the total environmental impact on the area, the need for a light rail transit system as a condition for granting approval to phase one, and the willingness of the Commission to further negotiate commitments 1 and 3.

Mr. O'Scannlain praised the project and the management of Johns Landing, but stated that neither the Commission nor the Department has any jurisdiction over the governmental agencies involved. He pledged the staff's support to lend help in securing the commitments that need to be made before approval of the entire project could be granted.

Mr. Downs explained the reason for including the light rail system. He said the Mayor's Task Force recommended the system and it is necessary to the improvement of the Macadam corridor. However, the Director's recommendation only requires that a commitment be made to implement such a transit system.

Dr. Crothers felt that if Johns Landing relocated the Southern Pacific tracks, as they stated they would, they would have fulfilled their segment of the proposed light rail transit project.

It was MOVED by Dr. Crothers, seconded by Dr. Phinney and carried to amend the Director's recommendation by deleting commitment 2, "Implementation of a demonstration light rail transit system using the existing Southern Pacific rail ine," and by inserting "A commitment by Johns Landing to rebuild the [Southern Pacific] tracks to accommodate a light rail transit system."

It was then MOVED by Dr. Crothers and seconded by Dr. Phinney to approve the Director's recommendation as amended. Mrs. Hallock voted "no".

Mr. Rick Reed of CH2M/Hill, responsible for the air quality analysis portion of the Johns Landing environmental impact statement, reviewed the basic assumptions made by his company in analyzing and assessing the impact of the project on the air quality of the area.

The motion was then voted upon and carried. Mrs. Hallock voted "no".

PUBLIC FORUM

Mrs. George Van Leeuwen of Halsey, representing Women for Agriculture, spoke to the Commission about her concerns regarding the Willamette Greenway, field burning, fuel requirements for farm vehicles and published criticisms of the use of DDT. She distributed to the Commissioners copies of an article she had recently written.

No one else wished to testify.

STATUS REPORT ON PROPOSED NOISE REGULATIONS

Mr. Hector presented the staff memorandum report regarding the proposed noise control standards presented to the Commission at its September meeting. Seven hearings were held throughout the state between October 29 and November 26, 1973. Public comments elicited at these hearings led the staff to make substantial revisions in the proposed regulations concerning the addition of sources to be controlled, more detailed exemptions for sources which cannot reasonably be controlled, adjustments (up and down) of allowable noise levels, and a broadening of variance procedures.

Mr. Hector presented the Director's recommendation requesting two additional public hearings to be held by the Department in Portland and Medford in early March, so that the public has an opportunity to comment on the substantial revisions which these proposed regulations have undergone.

It was MOVED by Dr. Phinney, seconded by Dr. Crothers and carried that the Director's recommendation be approved.

METROPOLITAN ENGINEER
MAR 8 - 1974
☐ EP ☐ TE ☐ UE ☐ FILE ☐ T/A

REPORT OF THE MACADAM CORRIDOR TASK FORCE ON TRANSPORTATION

February 1974

THE CITY OF
FORTLAND
OREGON

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

1220 S.W. FIFTH AVE
PORTLAND, OR. 97204

February 26, 1974

The Honorable Neil Goldschmidt
Mayor of the City of Portland
1220 S.W. Fifth Street
Portland, Oregon 97204

Dear Mayor Goldschmidt:

The Macadam Corridor Task Force on Transportation was formed last September at your request to evaluate the transportation needs and related problems along Macadam Avenue and to make specific recommendations that could be used by the various agencies which will be making decisions about activity and development in the Corridor. Since that time, the Task Force has met nearly every week. The attached report is the result of the Task Force's efforts.

You will note that the report contains two primary sections: one stating transportation goals for the Corridor and one recommending specific solutions which would support these goals. These goals and recommendations were discussed at length and were unanimously agreed upon by the Task Force members.

The Task Force feels that is has satisfactorily discharged the responsibilities of its original assignment but feels that the following actions should be taken:

1. An individual or group should be assigned to take responsibility for ensuring action based on the recommendations included in this report (e.g., the establishment of a design zone in the Corridor).

2. A continuing review process by this Task Force or another group appointed for that purpose should be established to evaluate the specific alternatives and design solutions that are recommended in the future.

3. An effort should be made to ensure that the various agencies, especially the Traffic Engineer, Tri-Met, and the Oregon State Highway Division, begin implementing the solutions recommended in this report.

The Task Force members appreciate the opportunity to participate in this effort and hope that you will feel the same urgency in developing solutions that it does.

Sincerely,

Macadam Corridor Task Force

dyml

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II. Macadam Corridor Goals 3-5

1. Encourage attractive alternatives to the automobile to reduce the need for regional automobile trips through the corridor.

2. Promote transportation solutions which address current and projected trip demands for local and through transportation which are in scale and compatible with contiguous land use.

3. Maintain or improve the existing environmental quality.

4. Maximize the short and long-term economic cost/benefit of improvements to the community, both in particular and system-wide.

5. Improve cooperation among responsible government agencies and ensure meaningful citizen participation.

III. Specific Recommendations 6-7

1. Maintain the current capacity on Macadam making improvements as required for safety.

2. Make other necessary street improvements.

3. Provide required traffic control.

4. Increase the modal shift from auto to public transportation.

IV. Graphic Demonstration 8-10

1. Regional location

2. Macadam Avenue Corridor

3. Macadam Corridor Boulevard

I. Introduction

The Macadam Corridor Task Force was formed at the request of Portland's Mayor, Neil Goldschmidt. Mayor Goldschmidt made this request in response to inquiries from various public and private organizations about guidance, improvements, or other actions relating to transportation in the Corridor. He requested that the Task Force identify specific needs, goals, and recommendations that would be helpful in selecting the final transportation solutions for the Corridor.

Initially, the Mayor named the following eleven individuals to the Task Force:

Doug Butler - Office of Planning and Development
Alan Webber - Office of the Mayor
Dick Brainard - Downtown Waterfront Project
Sam Galbreath - Portland Development Commission
Alan Fox - Bureau of Planning
Don Bergstrom - Bureau of Traffic Engineering
Ed Wagner - Tri-Met
Bob Bothman - Oregon State Highway Division
John Moll - Corbett/Terwilliger/Lair Hill Planning Comm.
Joe Griggs - John's Landing
Hal Saltzman - Oregon International Center.

The Task Force met and voted to add the following two individuals:

Jon Morris - Cascade Construction (Local Business)
Carl Rohde - Lake Oswego Planning Commission

Each member of the Task Force was selected to represent a particular organization or interest. Each member tried to voice the concerns of the group he represented and, to the fullest degree possible, to represent that group.

The Task Force members universally expressed a sense of immediacy in dealing with the problems of the Macadam Corridor. The pressures of traffic safety, planned development, and neighborhood integrity are huge and they need to be dealt with NOW. In addition, the problems and recommendations addressed in this report should not be considered static. There will certainly be other specific problems and alternative solutions which will need to be reviewed by the Planning Commission and the City Council and it is the hope of the Task Force that the contents of this report are broad enough, and flexible enough to at least suggest a general consensus on any issue that may arise.

Though this report represents the culmination of the Task Force's efforts in terms of its original assignment, the Task Force feels that additional work is needed. An individual or group should be responsible for further coordination of plans and discussions for the Macadam Corridor and for ensuring immediate decisions and actions in the Corridor. Further, the Task Force agreed to meet in the future, if needed, to review and give advice on other plans and actions.

II. MACADAM CORRIDOR GOALS

1. ENCOURAGE ATTRACTIVE ALTERNATIVES TO THE AUTOMOBILE TO REDUCE THE NEED FOR REGIONAL AUTOMOBILE TRIPS THROUGH THE CORRIDOR.

    A. INCREASE THE MODAL SHIFT FROM AUTO TO PUBLIC TRANSPORTATION.

        1. Support Tri-Met Transit Improvement Plan.

        2. Improve transit reliability.

        3. Increase perceived value of transit.

        4. Improve mobility of young, old, physically handicapped and low-income travellers.

        5. Develop Tri-Met procedure for establishing new service or increasing existing service.

        6. Develop a Lake Oswego Park-and-Ride Station in conjunction with a well-designed park-and-ride system which includes a transit mall and which is as closely related to the existing mode of community activity as possible.

        7. Consider feasibility of use of water corridor for mass transit.

        8. Provide community access to alternative transportation modes.

        9. Scale speed of transportation and size of facilities to existing community, pedestrian and bicycle needs.

    B. MANAGE TRAFFIC TO REDUCE CONGESTION

        1. Reduce travel time.

        2. Provide for safe and efficient movement of goods and people.

        3. Provide additional capacity for movement.

        4. Encourage carpooling.

2. PROMOTE TRANSPORTATION SOLUTIONS WHICH ADDRESS CURRENT AND PROJECTED TRIP DEMANDS FOR LOCAL AND THROUGH TRANSPORTATION WHICH ARE IN SCALE AND COMPATIBLE WITH CONTIGUOUS LAND USE.

A. EXPLORE ALTERNATIVE MODES AND ROUTES TO REDUCE COMMUTER TRAFFIC.

1. Provide compatibility with pedestrian and bicycle movement.

2. Encourage carpooling.

3. Macadam should have adequate traffic control and pedestrian crossings.

4. Macadam should be well planted to reinforce the boulevard aspect.

5. Control off-street parking to protect public safety and ensure privacy of residential neighborhoods.

6. Provide transit right-of-way and connections between Lake Oswego, Terwilliger, John's Landing, Oregon International Center, The Downtown Waterfront, a multi-mode facility, Union Station, and the Old Town/ N.W. Natural Gas area.

7. Enhance community relationship to parks and the River.

B. REMOVE THROUGH-TRIP AUTO AND TRUCK TRAFFIC FROM NEIGHBORHOOD STREETS

1. Ensure adequate access and egress to commerical and industrial properties.

2. Neighborhood streets should be well managed to reduce through traffic.

3. Trucks should be accommodated without detriment to the neighborhood.

4. Re-route traffic around Corbett/Terwilliger/Lair Hill community.

3. MAINTAIN OR IMPROVE THE EXISTING ENVIRONMENTAL QUALITY.

A. Reduce vehicle-related air and noise pollution.

B. Macadam should be well planted to reinforce the boulevard aspect.

C. Control off-street parking to protect public safety and ensure privacy of residential neighborhoods.

D. Neighborhood streets should be well managed to reduce through traffic.

E. Trucks should be accommodated without detriment to the neighborhood.

F. Re-route traffic around Corbett/Terwilliger/Lair Hill community.

4. MAXIMIZE THE SHORT AND LONG-TERM ECONOMIC COST/BENEFIT OF IMPROVEMENTS TO THE COMMUNITY, BOTH IN PARTICULAR AND SYSTEM - WIDE

A. Reduce travel time.

B. Provide interim as well as long-range solutions.

C. Deal with Macadam improvements on a staged basis.

D. Provide high level of transit service at minimum cost to user.

E. Ensure that costs of land and site development for the park-and-ride station are within reasonable limits.

F. Implement a demonstration light rail project as part of a larger regional program using existing right-of-way, with electrification, adjacent to the Lake Oswego park-and-ride station.

G. Ensure that rail costs can be justified.

5. IMPROVE COOPERATION AMONG RESPONSIBLE GOVERNMENT AGENCIES AND ENSURE MEANINGFUL CITIZEN PARTICIPATION.

A. Increase economic viability of public transportation.

B. Ensure rapid action.

C. Obtain commitment from local groups to support an improvement.

III. SPECIFIC RECOMMENDATIONS

It is not within the purview of the Macadam Corridor Task Force to specify fine details of the various options and alternatives and their impacts in the Corridor. Given this constraint, the Task Force has identified the parameters which are desirable in pursuing a multi-modal transportation solution consistent with the goals and objectives identified by the Task Force.

AUTOMOBILE ACCOMMODATION

1. MAINTAIN THE CURRENT CAPACITY ON MACADAM MAKING IMPROVEMENTS AS REQUIRED FOR SAFETY. THE FOLLOWING ELEMENTS SHOULD BE INCLUDED IN ANY SOLUTION CONSIDERED:

A. Automobile accommodation should remain within the present right-of-way.

B. Provide four - 12' lanes.

C. Include a median of 16' or less with turn refuges and landscaping.

D. Provide signalization for safety and for pedestrian crossings.

E. Provide a "boulevard treatment."

F. Allow landscaping in phases, especially where immediate compliance would require unreasonable expenditures.

G. Implement a design zone with sign control in the Corridor to guide future development.

H. Provide sidewalks adjacent to Macadam which may vary from six feet in width to an esplanade effect as constraints permit.

I. Avoid unreasonable impacts on industry and the community.

J. Use the pedestrian, median, and boulevard accommodations as variables when right-of-way constraints exist.

K. When possible, limit improvements (including rail) to the present right-of-way and in no case should the right-of-way be expanded by more than 20 feet.

2. MAKE OTHER NECESSARY STREET IMPROVEMENTS

A. Improve Highway 43 (State St.) possibly with a by-pass route from the south side of Oswego Creek to north of the Oswego City limits and with further solution to proceed north to the Sellwood Bridge.

B. Corbett should remain as a collector and no improvements for through-traffic should be made on any residential streets.

3. PROVIDE REQUIRED TRAFFIC CONTROL

A. Reinforce speed limit on Macadam.

B. Provide necessary signalization and turn refuges.

C. Consider selective street vacations, etc. as a means of discouraging the use of neighborhood streets by through traffic.

D. Limit access to and from Macadam.

PUBLIC TRANSIT

4. INCREASE THE MODAL SHIFT FROM AUTO TO PUBLIC TRANSPORTATION

A. Maintain a rail right-of-way through the corridor.

B. Demonstrate advantages of public transit over the automobile.

C. Provide transit right-of-way and connections between the Lake Oswego park-and-ride station, Terwilliger, John's Landing, Oregon International Center, the Downtown Waterfront, a multi-mode facility, Union Station, and the Old Town/N.W. Natural Gas area.

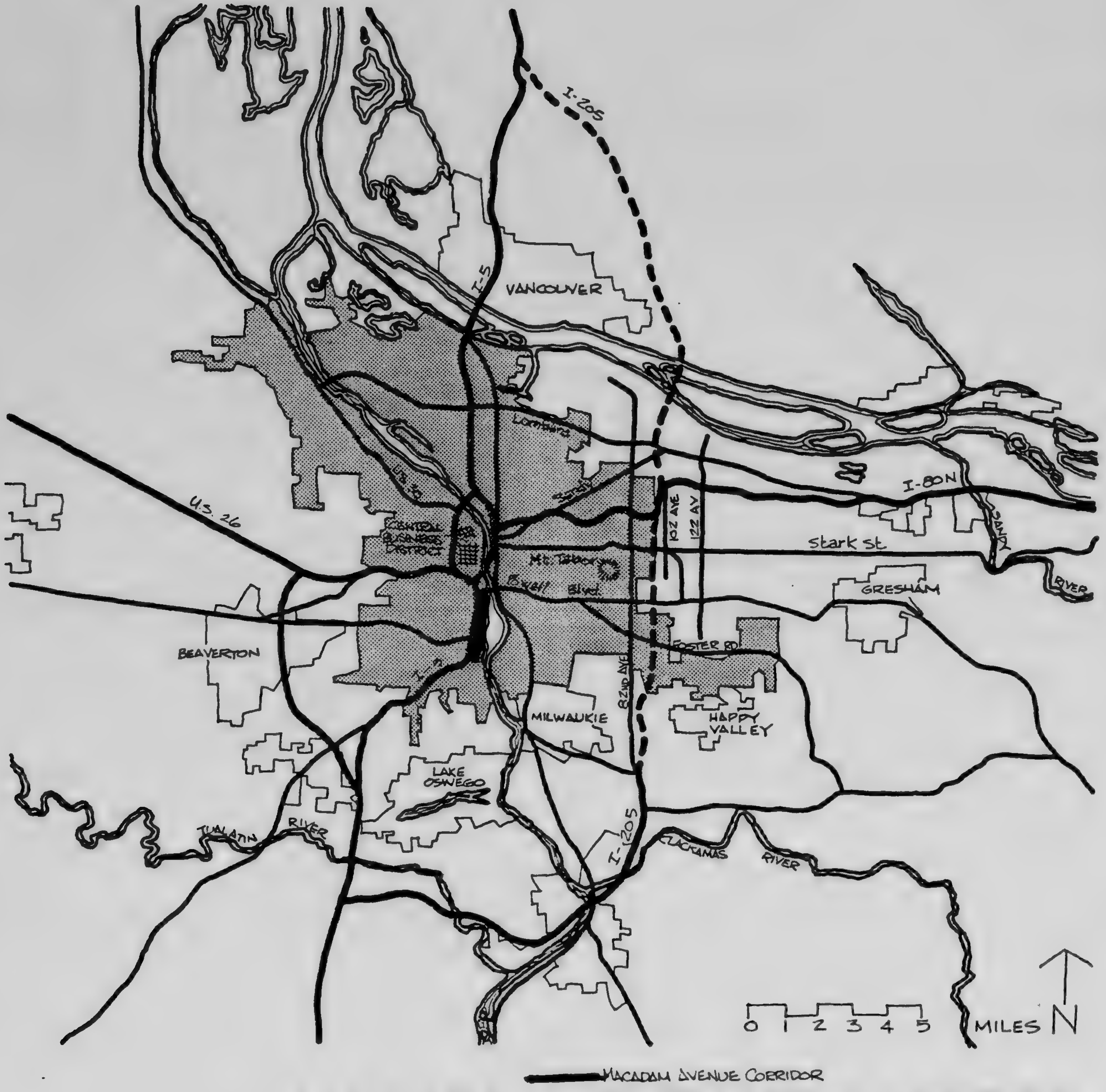
D. Improve bus transit service in the Corridor. Consider feeder bus, mini-bus and dial-a-bus.

E. Implement a demonstration light rail project immediately as part of a larger regional program using existing right-of-way, with electrification, serving the park-and-ride station.

F. Maximize use of developments as transit stations.

G. Leave rail connections in the corridor "as is" until the results of the Tri-Met rail right-of-way study are available and until there are feasible, acceptable alternatives.

IV. Graphic Demonstration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Sandy
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122 AV
Stark St.
I-80N
SANDY
RIVER
GRESHAM
BEAVERTON
FOSTER RD
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I-5
MILWAUKIE
HAPPY VALLEY
LAKE OSWEGO
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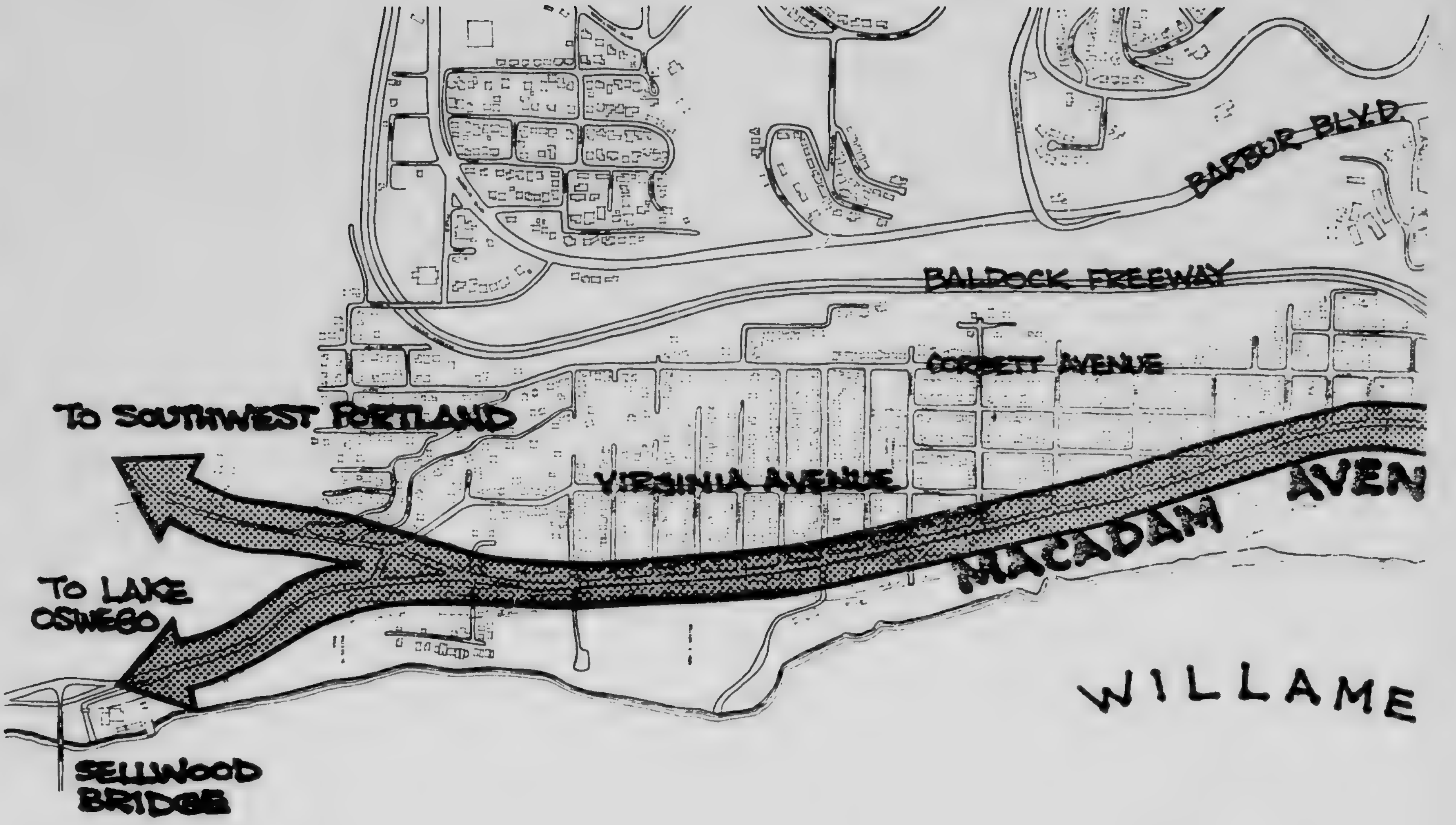
Macadam Avenue Corridor

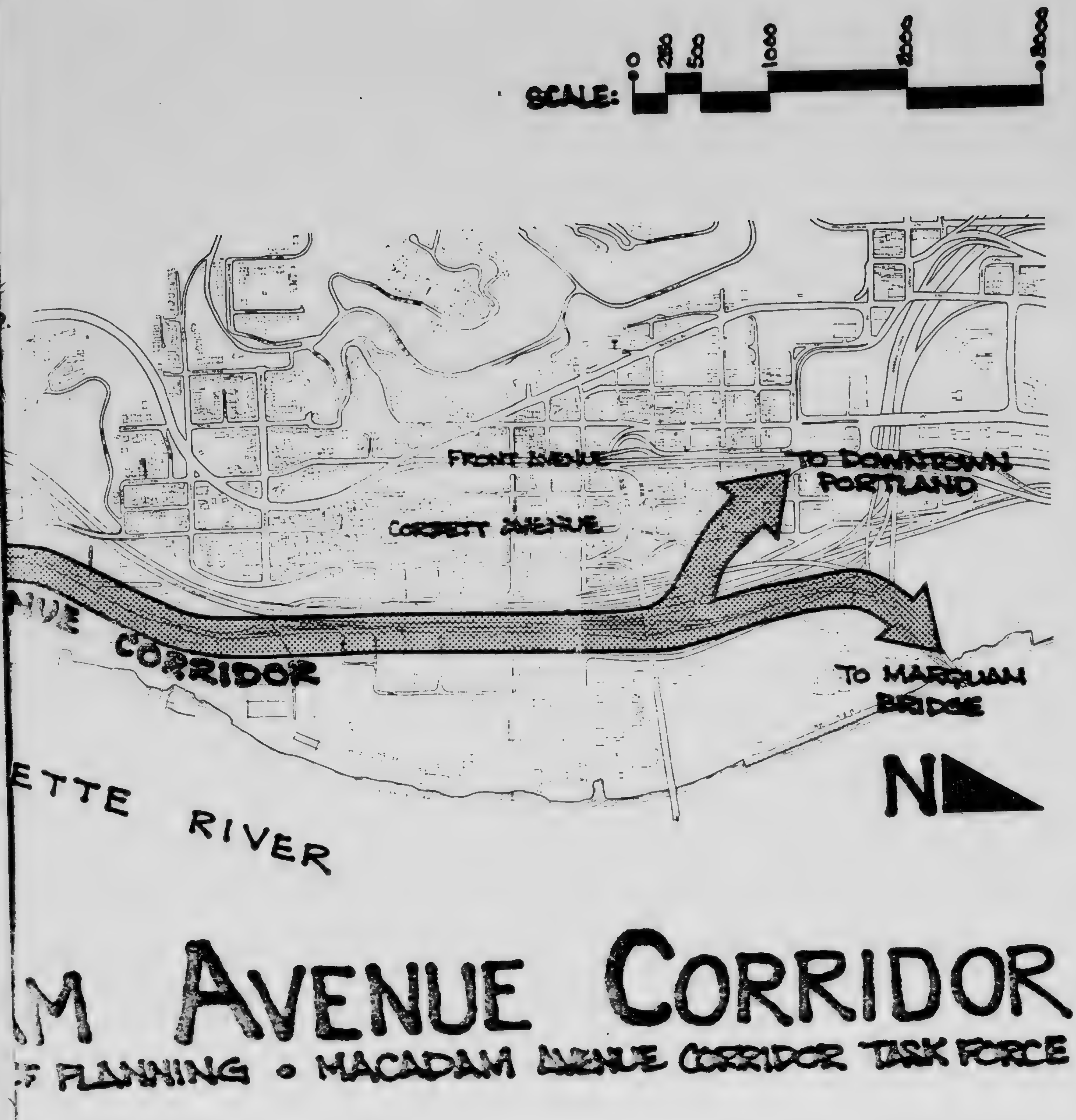
MACADAM AVENUE CORRIDOR REGIONAL LOCATION

Portland Bureau of Planning ○ Macadam Corridor Task Force on Transportation


BARBUR BLVD
BALDOCK FREEWAY
CORBETT AVENUE
TO SOUTHWEST PORTLAND
VIRGINIA AVENUE
MACADAM AVEN
TO LAKE OSWEGO
WILLAME
SELLWOOD BRIDGE

MACADA

PORTLAND BUREAU OF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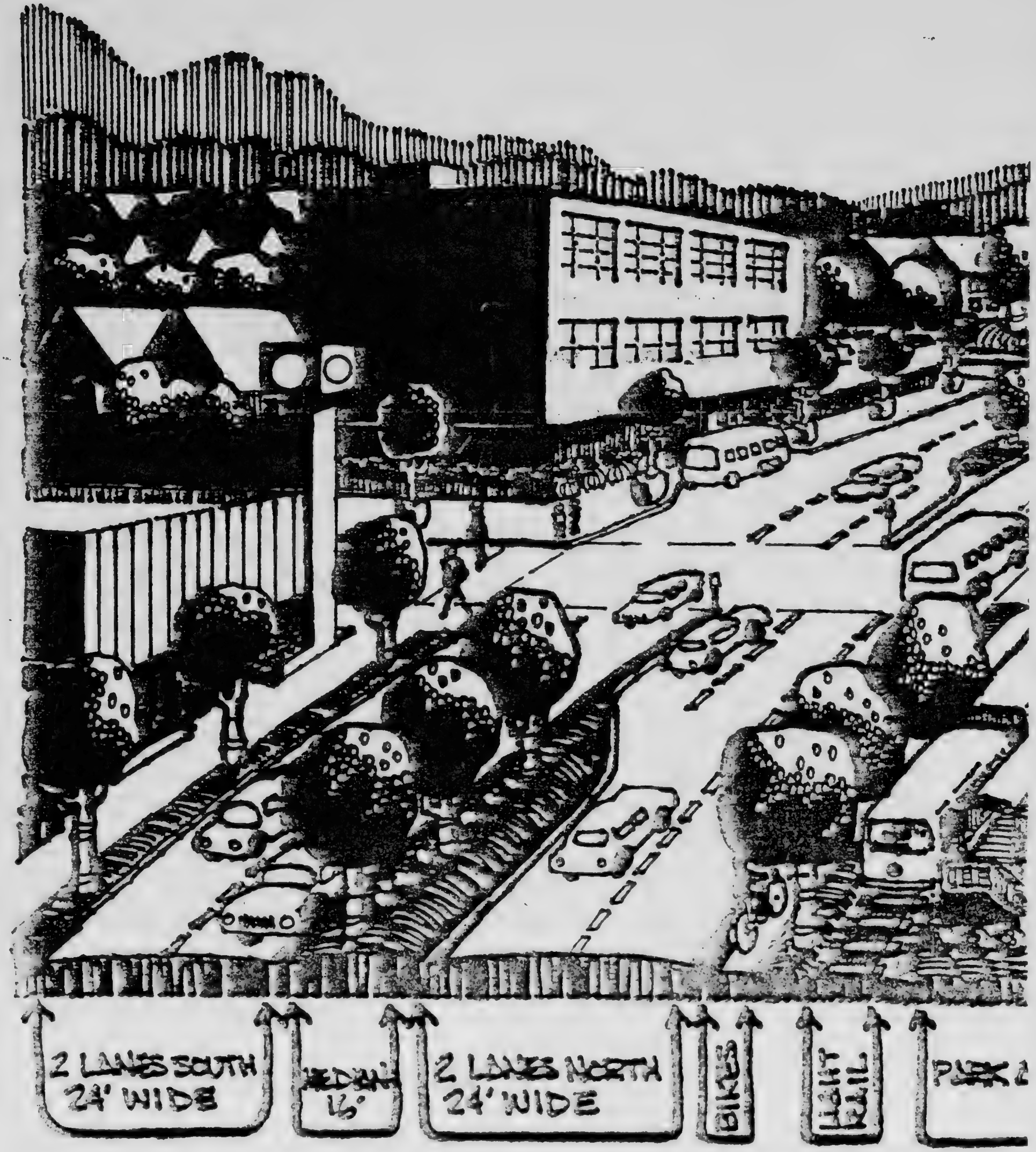
F PLANNING • MACADAM AVENUE CORRIDOR TASK FORCE


2 LANES SOUTH 24' WIDE
MEDIAN 16'
2 LANES NORTH 24' WIDE
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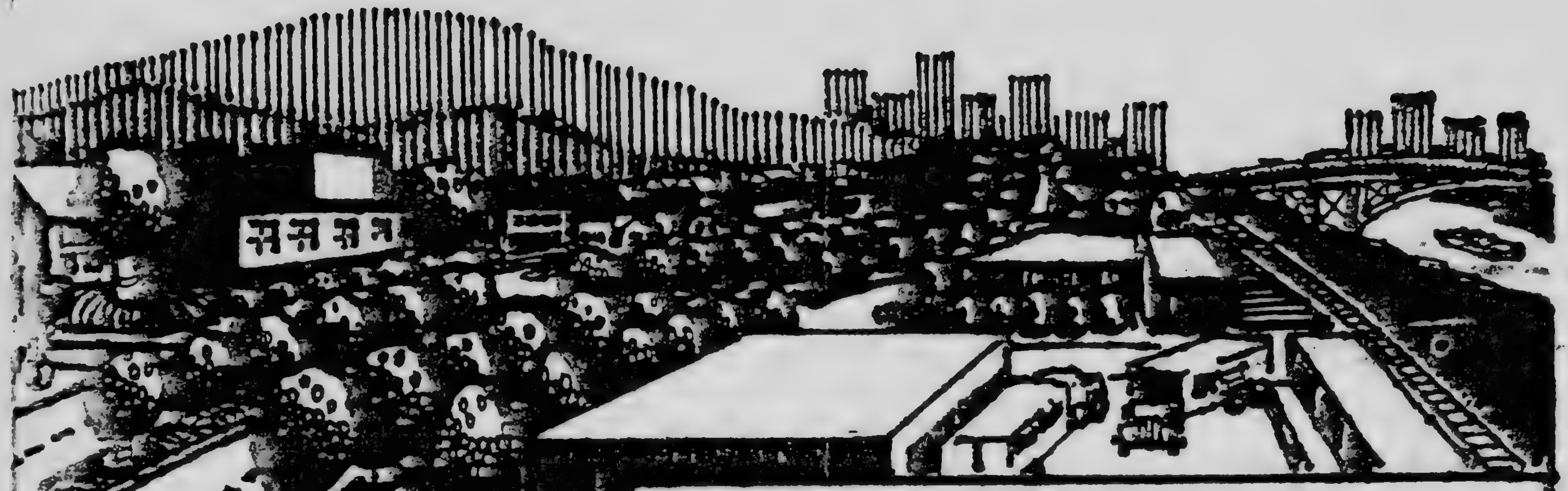

MACADAM CORRIDOR BOULEVARD

PRESENT RIGHT-OF-WAY WOULD BE RETAINED. FOUR 12' TRAFFIC LANES WOULD BE PROVIDED. INCLUDED WOULD BE A 16' MEDIAN STRIP WITH TURN REFUGES AND LANDSCAPING. BUS TURNOUTS AND SHELTERS WOULD BE ESTABLISHED. A LIGHT RAIL TRANSIT SYSTEM WOULD BE DEVELOPED ALONG WITH A PARK-AND RIDE STATION.

PARK AND RIDE STATION

MACADAM CORRIDOR TASK FORCE
PORTLAND BUREAU OF PLANNING

91:T

P

1859

OREGON STATE
HIGHWAY DIVISION

February 22, 1974

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

JOSEPH O. C. GRIGGS
Project Architect
Macadam Investors Oreg., Ltd.
#200 - The Water Tower
5331 SW Macadam
Portland, Oregon 97201

NOTED
E. S. HUNTER

BUS TURNOUT AT WATERTOWER BUILDING

Reference is made to your letter of February 6 requesting consideration for construction of a bus turnout at the Watertower Building.

As you know, the goals and objectives for the Macadam Avenue corridor call for full utilization of the existing right of way and an additional 20 feet at a maximum, also four 12' lanes plus a 16' median. This does not consider the issue of parking or providing a shy distance from the curb for travel lanes.

The result is the entire right of way will be required for the roadway. I feel that the bus turnout developed for the Watertower Building by the Johns Landing Development should be constructed outside of the existing right of way as a permanent facility. It could be constructed at this time within the right of way but as a requirement of DEQ would then provide a substantial problem when right of way is required for development of the roadway.

2-27-74
CC Wentteg &
attachment

ORIGINAL SIGNED BY R.N. BOTHMAN

R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

cc: E. S. Hunter
Gary Stout
Allan Fox

RECEIVED
FEB 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JOHNS LANDING

February 6, 1974

Mr. Robert Bothman, Metropolitan Engineer
Oregon State Highway Division
Metropolitan Section
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

Enclosed is a plan of the west side of Macadam Avenue between Boundary and Sweeney Street showing the curb lane in its present location and a bus pull-out lane in front of the Water Tower building. The covered arcade shown is completed. This will provide a waiting area for transit passengers. We are currently in the process of replacing the entire sidewalk length along Macadam Avenue.

Our future plans call for traffic control signals at the intersection of Boundary and Macadam. The need for a left-turn signal at this location will not occur until 1976.

Much of the curb along Macadam Avenue must be replaced. We propose to replace the curb and build the bus turn-out at our expense, realizing that future requirements at the Boundary Street intersection and future plans for Macadam Avenue may require changes.

We would like to proceed with the re-building of the curbs and the bus turn-out lane as an interim solution as soon as possible. Please let me know if this is acceptable or if further information is needed.

Very truly yours,

Joe Griggs

Joseph O. C. Griggs
Project Architect

Enc.

cc: Tom King, Tri-Met

JOCG:er

METROPOLITAN ENGINEER
RECEIVED
FEB 8 1974

Macadam Investors Oreg., Ltd.
#200 - The Water Tower
5331 Southwest Macadam Portland, Oregon 97201
Phone (503) 228-9431

7138

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE February 13, 1974

TO R. N. Bothman
Metropolitan Engineer

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Macadam Corridor - Goals and Objectives

I have reviewed your January 30 memorandum with Mr. Haley and Mr. Royer. The reorganization will not change the procedures that have been used in the past. In terms of planning responsibilities, nothing really has changed. The ODOT Planning Section has responsibilities for system's planning and Divisions have the responsibility for specific project planning. Macadam and similar projects fall into the project planning area.

As you have in the past, you should feel free to request any assistance from the Planning Section on reviewing any design alternatives, et cetera.

Please proceed with your efforts on the Macadam study.

cc: A. E. Johnson
E. S. Hunter
Sam Haley
Robert E. Royer

RER/TS:an cm

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213

RECEIVED
FEB 4 - 1974
PLANNING SECTION

DATE January 30, 1974

TO F. B. KLABOE
Administrator of Highways and
State Highway Engineer

FROM R. N. BOTHMAN
Metropolitan Engineer
Bothman

F. B. KLABOE

SUBJECT MACADAM CORRIDOR - GOALS AND OBJECTIVES

With the reorganization of the Planning Section, I am at somewhat of a loss regarding who to work with on such projects as developing goals and objectives for the Macadam Corridor. This project is in the planning stage.

In response to a letter you sent to the mayor of Portland at my request, the mayor responded with appointment of a task force to establish goals and recommendations for Macadam Avenue improvements. This project could be accomplished through a variety of devices such as the bond projects, primary extension, or urban funds, but from the effort over the last several months has evolved a pretty definite idea for the type of improvement which is acceptable to the community, the City of Portland, Tri-Met, Lake Oswego and the other participants in the task force. Of note is the emphasis on the need for an improvement to this facility "now".

There are several committments in this report which stem from recommendations I made to the task force. I am reasonably satisfied with the rough draft, subject to some minor corrections which were made at the group's last meeting, January 30.

The next step will involve the final draft submitted to each of the participants who will be requested to endorse the overall goals and objectives as established. Unless otherwise advised, I will proceed to endorse the report on behalf of the Highway Division.

ar

Attachment

cc R. L. Schroeder w/Attachment

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STATE HWY ENGR
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
FEB 4 1974
OFFICE OF
DIRECTOR of TRANSPORTATION

DRAFT
1/22/74

REPORT OF THE
MACADAM CORRIDOR
TASK FORCE ON
TRANSPORTATION

METROPOLITAN ENGINEER
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I. Introduction

The Macadam Corridor Task Force was formed at the request of Portland's Mayor, Neil Goldschmidt. Mayor Goldschmidt made this request in response to inquiries from various public and private organizations about guidance, improvements, or other actions relating to transportation in the Corridor. He requested that the Task Force identify specific needs, goals, and recommendations that would be helpful in selecting the final transportation solutions for the Corridor.

Initially, the Mayor named the following eleven individuals to the Task Force:

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Joe Griggs - John's Landing
Hal Saltzman - Oregon International Center.

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Carl Rohde - Lake Oswego Planning Commission

attach as appendix!

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II. MACADAM CORRIDOR GOALS

I. ENCOURAGE ATTRATIVE ALTERNATIVES TO THE AUTOMOBILE TO REDUCE THE NEED FOR REGIONAL AUTOMOBILE TRIPS THROUGH THE CORRIDOR.

A. INCREASE THE MODAL SHIFT FROM AUTO TO PUBLIC TRANSPORTATION.

1. Support Tri-Met Transit Improvement Plan.

2. Improve transit reliability.

3. Increase perceived value of transit.

4. Improve mobility of young, old, physically handicapped and low-income travellers.

consolidate

OK'd 1-30

5. Develop Lake Oswego Park-and-Ride Station with adequate terminals at both origin and destination and using express corridors.

6. Develop Tri-Met procedure for establishing new service or increasing existing service.

7. Develop a well designed park-and-ride system which includes a transit mall and which is as closely related to the existing mode of community activity as possible.

8. Consider feasibility of use of water corridor for mass transit.

9. Provide community access to alternate transportation modes.

10. Scale speed of transportation and size of facilities to existing community, pedestrian and bicycle needs.

To Section II

Not Taken 1-30

B. MANAGE TRAFFIC TO REDUCE CONGESTION (AT PEAK HOURS).

1. Reduce travel time.

2. Provide for safe and efficient movement of goods and people.

3. Provide additional capacity for movement.

4. Encourage carpooling.

II. PROMOTE TRANSPORTATION SOLUTIONS WHICH ADDRESS CURRENT AND PROJECTED TRIP DEMANDS FOR LOCAL AND THROUGH TRANSPORTATION WHICH ARE IN SCALE AND COMPATIBLE WITH CONTIGUOUS LAND USE.

A. EXPLORE ALTERNATIVE MODES AND ROUTES TO REDUCE COMMUTER TRAFFIC.

1. Provide compatibility with pedestrian and bicycle movement.

2. Encourage carpooling.

3. Macadam should have adequate traffic control and pedestrian crossings.

Ate'd
1-30

Relocate III

4. ~~Macadam should be well planted to reinforce the boulevard aspe~~ct.

5. ~~Control off-street parking to protect public saf~~ety ~~and ensure~~ privacy of resi~~dential neighborho~~ods.

6. Provide transit right -of-way and connections between Lake Oswego, Terwilliger, John's Landing. Oregon International Center, The Downtown Waterfront, a multi-mode facility, Union Station, and the Old Town/ N.W. Natural Gas area.

7. Enhance community relationship to parks and the River.

B. REMOVE THROUGH-TRIP AUTO AND TRUCK TRAFFIC FROM NEIGHBORHOOD STREETS

1. Ensure adequate access and egress to commerical and industrial properties.

2. Neighborhood streets should be well managed to reduce through traffic.

3. Trucks should be accommodated without detriment to the neighborhood.

4. Re-route traffic around Corbett/Terwilliger/Lair Hill community.

III. MAINTAIN OR IMPROVE THE EXISTING ENVIRONMENTAL QUALITY.

A. Reduce vehicle-related air and noise pollution in neighborhood

B. Macadam should be well planted to reinforce the boulevard aspect.

C. Control off-street parking to protect public safety and ensure privacy of residential neighborhoods.

eliminate duplication

D. ~~Neighborhood streets~~ should be well managed to reduce through ~~traffic.~~

E. ~~Trucks should be accommodated~~ without detriment to the ~~neighborhood.~~

F. ~~Re-route traffic around~~ Corbett/Terwilliger/Lair Hill community.

not taken 1/30

IV. MAXIMIZE THE SHORT AND LONG-TERM ECONOMIC COST/BENEFIT OF IMPROVEMENTS TO THE COMMUNITY, BOTH IN PARTICULAR AND SYSTEM WIDE

A. Reduce travel time.

B. Provide interim as well as long-range solutions.

C. Deal with Macadam improvements on a staged basis.

D. Provide high level of transit service at minimum cost to user.

E. Ensure that costs of land and site development for the park-and-ride station are within reasonable limits.

F. Implement a demonstration light rail project as part of a larger regional program using existing right-of-way, with electrification, adjacent to the Lake Oswego park-and-ride station.

G. Ensure that rail costs can be justified.

V. IMPROVE COOPERATION AMONG RESPONSIBLE GOVERNMENT AGENCIES AND ENSURE MEANINGFUL CITIZEN PARTICIPATION.

A. Increase economic viability of public transportation.

B. Ensure rapid action.

C. Obtain commitment from local groups to support an improvement.

eliminate section

Not taken 1/30

III. SPECIFIC RECOMMENDATIONS

Consolidate under II

It is not within the ability of the Macadam Corridor Task Force to specify fine details of the various options and alternatives and their impacts in the Corridor. Given this constraint, the Task Force has identified the parameters which are desirable in pursuing a multi-modal transportation solution consistent with the goals and objectives identified by the Task Force.

AUTOMOBILE ACCOMMODATION

1. MAINTAIN THE CURRENT CAPACITY ON MACADAM MAKING IMPROVEMENTS AS REQUIRED FOR SAFETY. THE FOLLOWING ELEMENTS SHOULD BE INCLUDED IN ANY SOLUTION CONSIDERED:

A. Automobile accommodation should remain within the present right-of-way.

B. Provide four - 12' lanes.

C. Include a median of 16' or less with turn refuges and landscaping.

D. Provide signalization for safety and for pedestrian crossings.

E. Provide a "~~boulevard treatment~~."

F. Allow landscaping in phases, especially where immediate compliance would require unreasonable expenditures.

G. Implement a design zone with sign control in the Corridor to guide future development.

H. Provide sidewalks adjacent to Macadam which may vary from six feet in width to an esplanade effect as constraints permit.

I. Avoid unreasonable impacts on industry and the community.

J. Use the pedestrian, median, and boulevard accommodations as variables when right-of-way constraints exist.

K. When possible, limit improvements (including rail) to the present right-of-way and in no case should the right-of-way be expanded by more than 20 feet.

2. MAKE OTHER NECESSARY STREET IMPROVEMENTS

A. Improve Highway 43 (State St.) possibly with a by-pass route from the south side of Oswego Creek to north of the Oswego City limits and with further solution to proceed north to the Sellwood Bridge.

B. Corbett should reamin as a collector and no improvements for through-traffic should be made on any residential streets.

3. PROVIDE REQUIRED TRAFFIC CONTROL

A. Reinforce speed limit on Macadam.

B. Provide necessary signalization and turn refuges.

C. Consider selective street vacations, etc. as a means of discouraging the use of neighborhood streets by through traffic.

D. Limit access to and from Macadam.

PUBLIC TRANSIT

1. Maintain a rail right-of-way through the corridor.

2. Demonstrate advantages of public transit over the automobile.

3. Provide transit right-of-way and connections between the Lake Oswego park-and-ride station, Terwilliger, John's Landing, Oregon International Center, the Downtown Waterfront, a muti-mode facility, Union Station, and the Old Town/N.W. Natural Gas area.

4. Improve bus transit service in the Corridor. Consider feeder bus, mini-bus and dial-a-bus.

5. Implement a demonstration light rail project immediately as part of a larger regional program using existing right-of-way, with electrification, adjacent to the park-and-ride station.

6. Maximize use of developments as transit stations.

7. Leave rail connections in the corridor "as is" until the results of the Tri-Met rail right-of-way study are available and until there are feasible, acceptable alternatives.

IV. Graphic Demonstration

To be furnished later.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213

DATE January 9, 1974

TO MEMO TO THE FILE

ORIGINAL SIGNED BY R.N. BOTHMAN

FROM R. N. BOTHMAN
Metropolitan Engineer

SUBJECT MACADAM AVENUE

NOTED
E. S. HUNTE

The Mayor's Macadam Avenue Task Force met January 9.

Discussion pursued the specific solutions portion, which will be in addition to the goals and objectives for the corridor developed by this committee.

I presented typical sections for Macadam Avenue including the existing section with four 10' lanes, a parking strip, walk, and railroad in 80'; an 80' section with four 12' lanes, a 16' left turn, a median lane, shoulders and walk; a 90' section with above and parking; and a 96' section with above and a 12' walk; and a 126' section with above and a railroad. I provided Butler with right of way maps for Macadam.

Butler will redraft the specific solutions for each task force member's critical review. We will try to draw these to a conclusion at the next meeting, January 23.

ar

cc E. S. Hunter
R. L. Schroeder
G. L. Sund

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OFFICE OF
ASSISTANT STATE HIGHWAY EN

Hunter

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213

DATE November 16, 1973

TO MEMO TO THE FILE

[illegible]

FROM R. N. BOTHMAN
Metropolitan Engineer

NOTED
E. S. HUNTER

SUBJECT CORBETT-TERWILLIGER PLANNING COMMITTEE
MEETING - NOVEMBER 14

Attended the bi-monthly planning committee meeting chaired by John Moll.

The purpose of the meeting was to hear a request from Joe Griggs representing Johns Landing, requesting a zone change from M-2 to M-3 for the entire Johns Landing Development.

This request was made in order that the development can include a mixture of business in the town center in the form of 600,000 square feet and residential in the form of 800 condominium units. The M-2 zone presently existing would not allow the residential development. There is no other zone which will allow the mix. However, M-3 would allow a complete strip development of commercial businesses through Johns Landing, even though the plan calls for predominately residential.

I interpreted the response from the committee representing business not pleased. I interpreted the neighborhood response as negative as well as most of the audience who responded, not satisfied with giving Johns Landing a blanket approval for an M-3 zone.

Considerable discussion did evolve concerning Macadam Avenue, Corbett Avenue and other surface streets in the area, and the effect of the additional 2,400 people living in the Johns Landing Development on those streets. Considerable discussion evolved on Johns Landing Development westerly of Macadam, including the Water Tower Building which runs clear through to Corbett and, in fact, whose parking facility is off of Corbett developing a considerable increased traffic on Corbett.

I presented a map of Macadam Avenue indicating in red a 110' right of way to show takings which could possibly be required if the Johns Landing proposed widening of Macadam Avenue were to be extended both north and south of their project.

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I emphasized to the group that at the present time the Highway Division has no plan for improving Macadam Avenue nor has funded for improving Macadam Avenue. There was some confusion with Johns Landing's zoning request which indicated an improvement to Macadam Avenue. Joe Griggs explained it as a proposed improvement which would be consistent with their development.

The chairman continued the request to the next meeting in order to give members of the committee additional time to consider the request from Johns Landing for a zone change from M-2 to M-3.

The zone change would go from the Planning Committee to the Planning Commission and to the City Council.

ar

cc ✓ E. S. Hunter
R. L. Schroeder
G. L. Sund

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE November 7, 1973

TO MEMO TO THE FILE

FROM R. N. BOTHMAN
Metropolitan Engineer

SUBJECT MACADAM AVENUE

The Macadam Avenue Corridor Task Force established by the City of Portland met Wednesday, November 7.

All members had not responded to the request at the previous meeting to send to Doug Butler their goals and objectives for the corridor in order that he could boil these into a single goal and objective.

Considerable discussion evolved as to a "time frame". My motion was seconded and passed to establish a 30-day time frame, that being to conclude the effort of this task force by the 10th of December, 1973. Considerable discussion evolved on this motion as to how far the committee was to go; however, the final agreement was that the effort of this committee should be concluded in approximately three more meetings.

Each of the participants is to submit his goals and objectives. This information from all the interested members will be consolidated into a single goal and objective; that will be the end result of this group and will serve as a guideline for future activities of all the persons developing the corridor.

Those who have not responded, about half, are to do so to Doug Butler. He will summarize these the first of next week and submit to all persons his evaluation and proposed goals and objectives as he sees them from the information he receives. This information will be the subject of discussion at a meeting to be held in two weeks. Most likely one final meeting after that will conclude the effort of this group.

ar

cc F. B. Klaboe
R. L. Schroeder
~~E~~. S. Hunter
G. L. Sund

cc Versteeg
11-9-73

RECEIVED
NOV 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION
5821 N.E. Glisan Portland, Oregon 97213 Phone: 229-6971

October 26, 1973

DOUG BUTLER
OFFICE OF PLANNING AND DEVELOPMENT
1220 S.W. Fifth Avenue
Portland, Oregon

RE: MACADAM AVENUE

The Oregon State Highway Division initiated an improvement to Macadam Avenue approximately seven years ago based on the projected regional transportation plan for the Metropolitan Portland area. This called for a six lane widening of Macadam Avenue. The work was stopped by opposition to the project.

The Division has recently completed a base map from aerial photography and have made preliminary projections for a six lane project on Macadam Avenue. The Division has also worked with developers in the area on spot improvements; however, none have developed to the point of being implemented.

The Division is prepared at the present time to initiate a project upon request from the City. This is substantiated by a letter from the Administrator of Highways to the Mayor of Portland dated August 2, 1973, which outlines the proposed approach to the project by the Division. I attach a copy of this letter.

The goals and objectives for the corridor insofar as the Highway Division is to provide for the safe and efficient movement of people and goods through this corridor as required by the regional transportation goals and objectives. The need is indicated by traffic projections to handle additional capacity in some mode through this corridor and to that end the Highway Division is committed to this project.

R. N. BOTHMAN
Metropolitan Engineer

ar

cc F. B. Klaboe
R. L. Schroeder
E. S. Hunter

Attachment

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Bothman

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 2, 1973

The Honorable Neil Goldschmidt
Mayor of Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Dear Neil:

Activities conducted by the Planning Commission in the Corbett-Terwilliger area have resulted in an indication of a demand for an improvement of Macadam Avenue. Further development of the John's Landing project also indicates the need to initiate planning which would result in an improvement. The Highway Division is doing preliminary mapping.

In an attempt to initiate a meaningful citizen-participation program, I solicit your concurrence on the part of the City to proceed with a program of involving local government, business, industry, citizen groups, home owners, and others in gaining a commitment from those groups to support an improvement.

Providing this initial step indicates support, would the City be agreeable to supporting an improvement which meets the needs of those involved, including the City?

With a commitment on the part of the City for this improvement, the State would proceed with a citizen-participation program, an initiation of an environmental impact study, development of designs, and construction.

Very truly yours,
ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Administrator and
State Highway Engineer

METROPOLITAN ENGINEER
RECEIVED
AUG 3 1973

bc: A. E. Johnson
R. L. Schroeder
E. S. Hunter
Robert Bothman
H. S. Cox

(Metro) srb

Portland, Oregon 97213

October 25, 1973

MEMO TO THE FILE

R. N. BOTHMAN
Metropolitan Engineer

MACADAM AVENUE

The Macadam corridor task force set up by the Mayor of Portland met Wednesday, October 24.

The meeting was devoted to the attached outline, to establish a method of developing the various interests in this corridor and goals and objectives for each of those interests. From this information, the task force will boil down a recommendation to the Mayor for proceeding with development of Macadam Avenue corridor.

Considerable discussion developed during the hour meeting between those interests pressing for an immediate conclusion of the efforts by the task force and those planners which are talking for the long-range development of Macadam Avenue. However, there appears to be enough interest towards a "self-distruct" point for this task force that I believe we can come up with a recommendation to the Mayor in a reasonable length of time, say three months.

The task force is being directed by Doug Butler, Office of Planning and Development, with major push of Allan Weber from the Mayor's office. Each of the members of the task force will present to Doug Butler within the week a statement of the status of the corridor insofar as their organization and the goals and objectives for their organization within a corridor, the statement to include their use of the corridor and time schedule for implementation of their goals and objectives.

Doug Butler will boil the information he receives this week into a single statement of goals and objectives for the corridor which the task force will go to work on in two weeks, November 7.

ar

cc: R. L. Schroeder w/attachment
G. L. Sund "

10-19-73 Copy to Byard w/note-Bothman wishes to start the EIS
on this project immediately following Mount Hood,
using his Regional Environmentalist.--RLS

Schneider

MACADAM CORRIDOR TASK FORCE

The next meeting of the Macadam Corridor Task Force should determine the work program for future meetings. The following tasks and order should be considered:

1. Determining task force membership
2. Defining the problem
3. Gathering resources
4. Identifying alternatives
5. Producing report on task force findings
6. Considering further action

Task Force Membership

Office of Planning and Development	Doug Butler
Mayor's Office	Alan Webber
Waterfront Project	Dick Brainard
Portland Development Commission	Sam Galbreath
Bureau of Planning	Alan Fox
Bureau of Traffic Engineering	Don Bergstrom
Tri-Met	Ed Wagner
Oregon State Highway Division	Bob Bothman
Corbett-Terwilliger Association	John Moll
John's Landing	Joe Griggs or John Courter
Davidson Company	Hal Saltzman or Harold Pollin
Three Additional at-large members	to be selected at the next meeting

Other Resources

Lake Oswego Planning Commission
Public Utilities Commission
Local Business Community
Multnomah County
Southern Pacific Railroad
CRAG (transportation, bikeways, etc.)
Mt. Hood Freeway Coordinator

The Problem

A definition of the problem should consider as a minimum the following elements:

A. Water Corridor
B. Rail Corridor
C. Macadam widening for cars
D. Macadam widening for transit
E. Shuttle bus
F. Bikeways

G. Pedestrian access
H. Car pooling
I. Trucks and delivery
J. Correlation to land use

Resources

The task force as individuals have a large number of resources at their disposal. The task force should go through a process of identifying and collecting these resources. As a first step, the Bureau of Traffic Engineering will be prepared to present traffic-count statistics on the Macadam Corridor at the next meeting of the task force.

Alternatives

The identification of alternatives for the use of the Macadam Corridor will undoubtedly center around the many concerns of the various individuals and organizations represented on the task force. A partial list of these concerns might include at least the following:

A. Access and congestion on Macadam.
B. Park and Ride mandate-an exclusive corridor
C. Threat of future industrial site loss.
D. Downtown Lake Oswego traffic congestion.
E. Loss or restriction of freight rail service.
F. Reduction of truck access to local industry.
G. Degradation of neighborhood by automobile.
H. Intra-neighborhood travel - pedestrian, bikeways, etc.
I. Maintaining residential proximity to jobs.
J. Access to Downtown Portland.
K. Overall land use/transportation correlation.
L. Getting decisions.
M. Compatibility with development plans.
N. Public access to public facilities.
O. Alternatives to the automobile - environmental concerns.
P. Unique environment to draw people to the waterfront.
Q. Automobile safety and traffic flow.
R. Truck traffic flow
S. Physical and mechanical requirements of corridor development.
T. Tax increment urban renewal for public improvements.
U. Public desire/pressure for specific alternatives.
V. Study light rail feasibility.
W. Develop doable project.

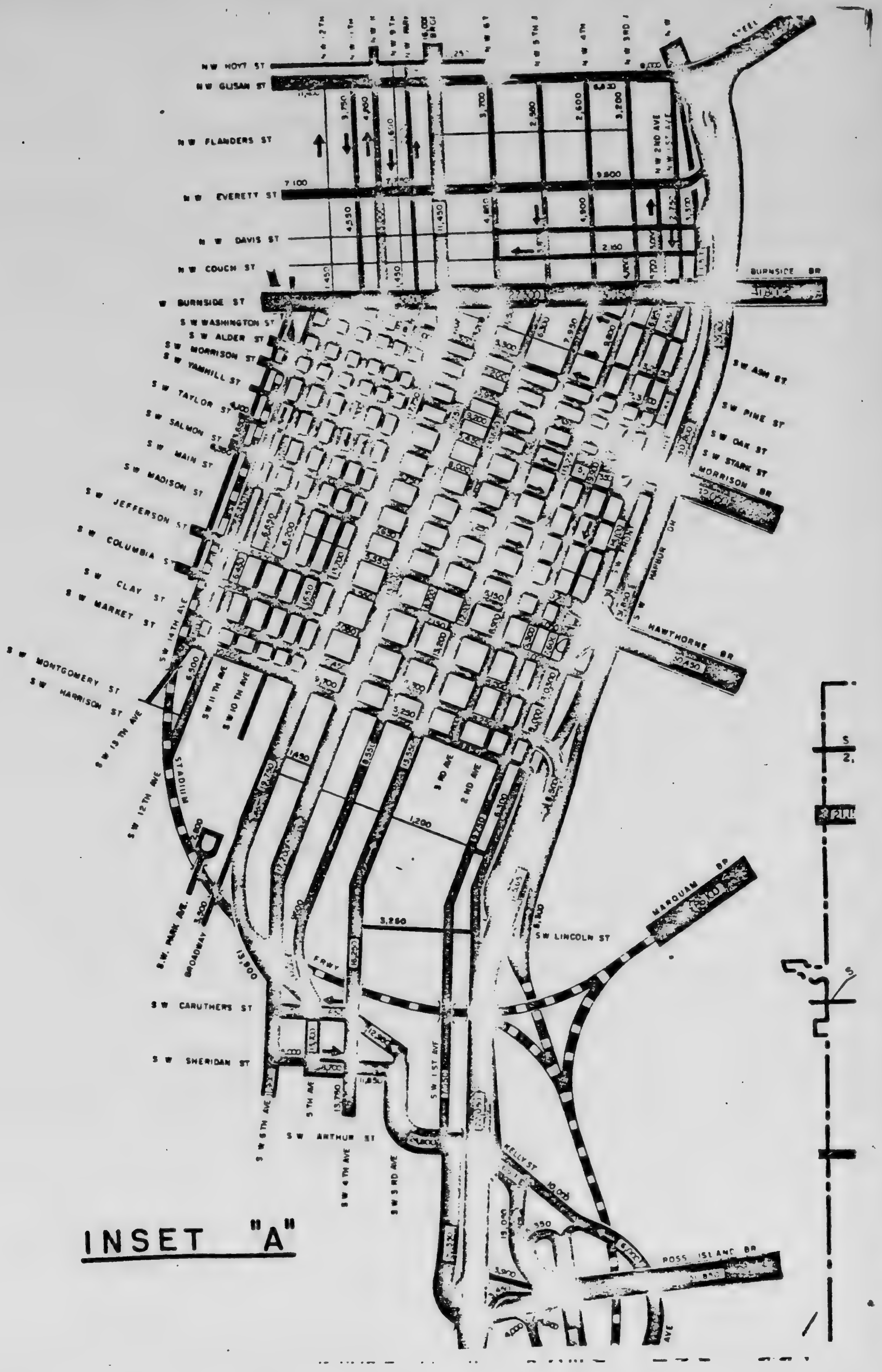
Report on Task Force Findings

The short term goal of the task force is to arrive at findings. If these findings are to be of any use, they should be available in the form of a report for use by other groups and individuals.

This report should discuss the various concerns and alternatives and should stress those areas of common concern or common agreement wherever possible.

Further Action

At some point, the task force should consider what further action, if any, should be taken following publication of the report.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S W CARUTHERS ST
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S W 6TH AVE
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S W 1 ST AVE
S W LINCOLN ST
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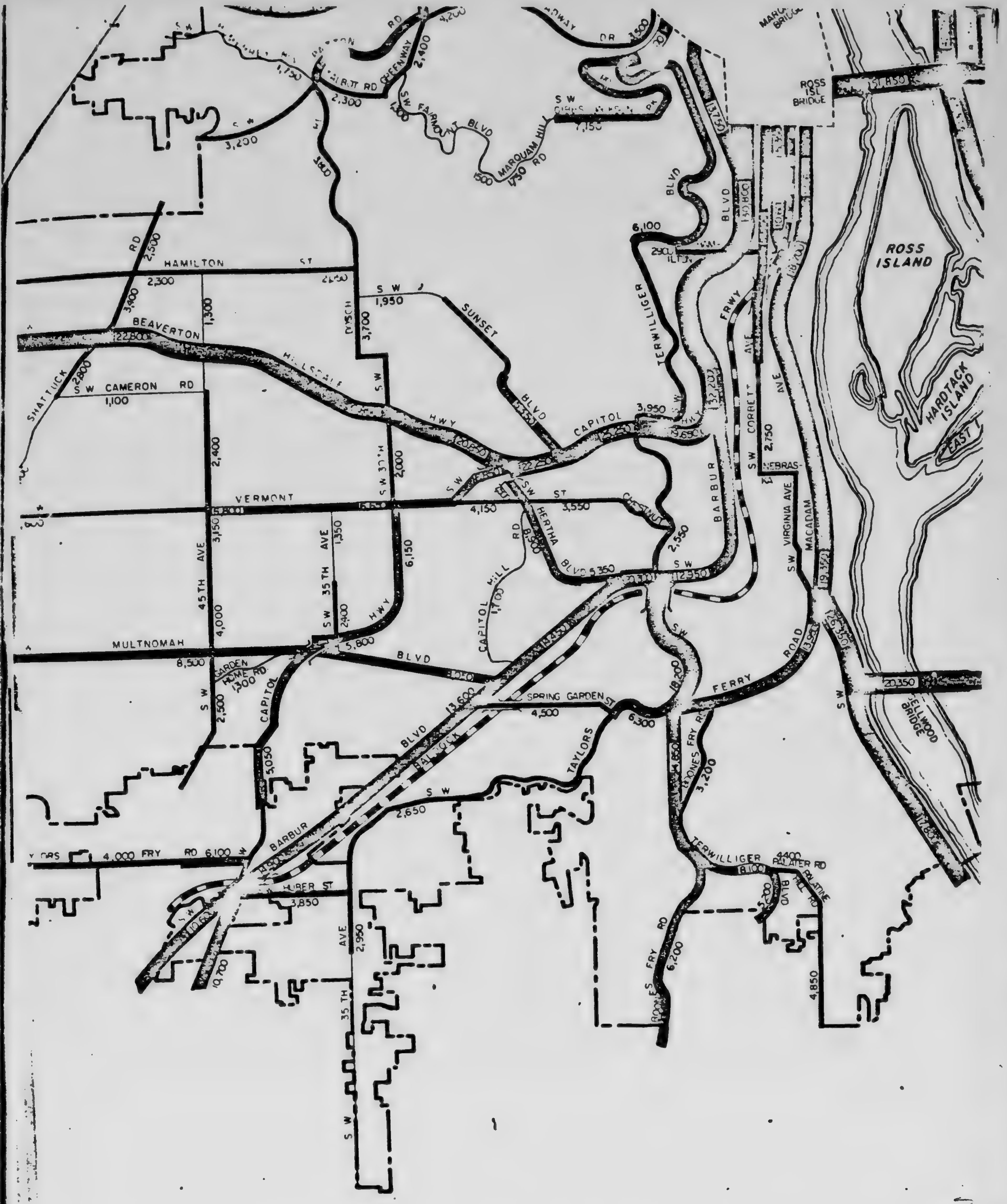ROSS ISL BRIDGE
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SHATTUCK RD
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S W CAMERON RD
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SW FAIRMOUNT BLVD
MARQUAM HILL RD
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TERWILLIGER BLVD
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SW CAPITOL HWY
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BARBUR BLVD
FRWY
SW CORBETT AVE
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NEBRASKA
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MACADAM AVE
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VERMONT ST
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CHESTNUT
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SW HERTHA BLVD
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TAYLORS FERRY RD
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HUBER ST
3,850
10,700
SW 35TH AVE
2,950
TERWILLIGER BLVD
8,100
4400
PALATER RD
PALATINE HILL RD
5,000
4,850
17,800

TRAFFIC COUNT TAB

Day THU Date 3-11-71
Weather RAIN

ON: S. W. MACADAM
N. OF SW VIRGINIA SB
S. " " NB

ON:

TIME \ DIR	FRI 3-12-71 NB	FRI 3-12-71 SB	SAT 3-13-71 NB	SAT 3-13-71 SB	SUN 3-14-71 NB	SUN 3-14-71 SB		
A.M. 7-8	1934	230	398	100	106	37		
8-9	1423	292	516	155	174	64		
9-10	824	317	632	188	402	111		
10-11	633	301	739	291	420	171		
11-12	598	343	751	356	481	185		
P.M. 12-1	629	395	740	468	596	309		
1-2	707	440	732	434	703	294		
2-3	767	469	823	467	802	408		
3-4	846	677	736	490	739	442		
4-5	874	1140	684	488	775	470		
5-6	731	1374	606	415	688	402		
6-7	682	557	627	332	597	398		
7-8	724	341	677	315	479	232		
8-9	446	280	487	228	350	193		
9-10	340	323	366	215	323	242		
10-11	328	281	345	230	273	187		
11-12	287	249	319	218	187	126		
A.M. 12-1	234	228	291	208	74	74		
1-2	161	128	208	171	42	25		
2-3	100	77	118	83	24	25		
3-4	43	45	60	37	19	13		
4-5	42	22	30	20	40	10		
5-6	84	21	27	19	113	18		
6-7	188	50	87	32	812	67		
TOTAL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		

[illegible]

[illegible]	Location	1970	1971	1972
0.15	0.01 mi. S/Gibbs	14,200	14,200	14,600
0.49	0.18 mi. S/ Fwy Conn.	9,800	9,800	10,200

On S.W. Macadam One Way N.B.

0.29N	0.01 mi. S/Gibbs	14,800	14,800	15,200
0.63N	0.01 mi. S/Thomas	11,600	11,600	12,000

On S.W. Macadam Two-Way Sec.

0.97	0.01 mi. N./Seymour Ct.	17,300	17,600	18,100
1.01	0.01 mi. N./Julia	17,300	17,500	18,000
2.21	0.01 mi. N./Taylor's Fwy.	17,900	18,000	18,500
2.61	0.01 mi. N/ Sellwood Br.	24,400	24,800	25,300

Source: O.S.H.D.

4

EN FR BANFIELD   WB EX TO [illegible]   1

HWY. NUMBER	LOCATION HIGHWAY STREET NAME	CROSS STREET NAME	ACCIDENTS NO.	F	I
	PORTLAND	CONT.			
002	BANFIELD FWY	WB EX TO HOLLIDAY	1		
002	BANFIELD FWY	WB EN FR SANDY	1		1
002	68TH AVE	EB EX TO 68TH FR RP	1		
003	OSWEGO HWY	OSWEGO HWY CONN	3		1
003	SW HOOD AVE	SBD EX F BR R TO HD	1		
003	SW HOOD AVE	SW ABERNETHY ST	1		
003	SW MACADAM AVE	SW SEYMOUR ST	2		3
003	SW MACADAM AVE	SW RICHARDSON ST	1		3
003	SW MACADAM AVE	SW RICHARDSON CT	1		
003	SW MACADAM AVE	SW MITCHELL ST	3		2
003	SW MACADAM AVE	SW SWEENY ST	1		
003	SW MACADAM AVE	SW FLOWER ST	4		2
003	SW MACADAM AVE	SW PENDLETON ST	1		2
003	SW MACADAM AVE	SW IOWA ST	1		
003	SW MACADAM AVE	SW CAROLINA ST	2		2
003	SW MACADAM AVE	SW DAKOTA ST	1		
003	SW MACADAM AVE	SW NEBRASKA ST	4		4
003	SW MACADAM AVE	SW CALIFORNIA ST	1		
003	SW MACADAM AVE	SW TEXAS ST	2		1
003	SW MACADAM AVE	SW NEVADA ST	3		4
003	SW MACADAM AVE	SW MILES ST	3		7
003	SW MACADAM AVE	SW VIRGINIA AVE	15		7
003	SW MACADAM AVE	N SELLWOOD BR APP	2		
003	N SELLWOOD BR APP	S SELLWOOD BR APP	8		5
003	SW MACADAM AVE	S SELLWOOD BR APP	2		
003	SW MACADAM AVE	SW HOOD AVE N CONN	3		1
003	SW MACADAM AVE	SW CURRY ST	1		
003	OSWEGO HWY CONN	OSWEGO HWY	1		
003	OSWEGO HWY CONN	MT HOOD HWY	5		3
026	MT HOOD HWY	OSWEGO HWY CONN	3		
026	POWELL BLVD	BROOKLIN EXIT SBD	1		
026	POWELL BLVD	BROOKLIN ENT EBD	1		
026	POWELL BLVD	SE 8TH AVE	1		1
026	POWELL BLVD	SE 9TH AVE	3		
026	POWELL BLVD	SE 10TH AVE	1		2
026	POWELL BLVD	SE 11TH AVE	1		1
026	POWELL BLVD	SE MILWAUKIE AVE	11		6
026	POWELL BLVD	SE 12TH AVE	4		3
026	POWELL BLVD	SE 13TH AVE	2		3
026	POWELL BLVD	SE 14TH AVE	1		1
026	POWELL BLVD	SE 15TH AVE	2		1
026	POWELL BLVD	SE 16TH AVE	3		
026	POWELL BLVD	SE 17TH AVE	4		2
026	POWELL BLVD	SE 18TH AVE	1		
026	POWELL BLVD	SE 19TH AVE	2		1

5

HIGHWAY 3, OSWEGO HWY

SECTION DESCRIPTION S.W. Macadam Ave.	1972 MILES	1972 ACC	1972 ADT	ACCIDENTS PER MILLION VE 1972	1971	1970
PORTLAND						
SW KELLY AVE TO END ONE-WAY COUPLET SBD	.71	9	12,616	2.74	4.73	4.10
SW KELLY AVE TO END ONE-WAY COUPLET NBD	.83	7	14,120	1.63	3.12	4.81
END ONE-WAY COUPLET TO SELLWOOD BRIDGE NBD	1.94	88	19,819	6.25	8.18	9.15
SELLWOOD BRIDGE TO SCL NBD	.85	5	18,210	.88	.72	1.64
TOTAL - CITY OF PORTLAND	3.50	109	17,229	3.99	5.43	6.30
PORTLAND TO LAKE OSWEGO						
PORTLAND TO CLACKAMAS CO	1.54	28	15,657	3.17	4.56	3.74
CLACKAMAS CO TO LAKE OSWEGO	.69	11	15,549	2.80	6.04	4.99
TOTAL - PORTLAND TO LAKE OSWEGO	2.23	39	15,623	3.05	5.02	4.13
LAKE OSWEGO						
NCL TO SPRR X-ING	.40	24	19,005	8.62	15.77	18.73
SPRR X-ING TO RD TO WILSONVILLE	.61	26	18,934	6.15	14.08	13.64
RD TO WILSONVILLE TO SCL	.33	5	11,900	3.47	5.72	2.11
TOTAL - CITY OF LAKE OSWEGO	1.34	55	17,222	6.51	13.22	13.33
LAKE OSWEGO TO WEST LINN						
	1.01	8	9,900	2.18	1.71	3.56
TOTAL - LAKE OSWEGO TO WEST LINN	1.01	8	9,900	2.18	1.71	3.56
WEST LINN						
NCL TO E PORTLAND FRWY INTCHGE/HWY 64/	3.03	24	9,542	2.26	3.49	
E PORTLAND FRWY INTCHGE TO WILL FALLS DR	.18		9,100		5.18	
WILLAMETTE FALLS DR TO ECL	.08	1	11,900	2.87	11.80	11.80
TOTAL - CITY OF WEST LINN	3.29	25	9,575	2.16	4.00	4.43
OREGON CITY						
OREGON CITY WCL TO 7TH & MAIN STS	.12	2	11,900	3.82	7.87	15.74
7TH & MAIN STS TO HWY 1E /US99E/	.11	2	7,472	6.64	6.89	13.20
TOTAL - CITY OF OREGON CITY	.23	4	9,782	4.85	7.51	14.79
RECAPITULATION						
TOTAL RURAL	2.23	39	15,623	3.05		
TOTAL URBAN	10.20	201	13,866	3.88		
TOTAL HIGHWAY	12.43	240	14,181	3.71		

HIGHWAY 3, OSWEGO HWY

SECTION DESCRIPTION S.W. Macadam Ave.	1972 MILES	1972 ACC	1972 ADT	ACCIDENTS PER MILLION VEHICLE MILES 1972	1971	1970	1969	1968
ND								
KELLY AVE TO END ONE-WAY COUPLET SBD	.71	9	12,616	2.74	4.73	4.10		4.49
KELLY AVE TO END ONE-WAY COUPLET NBD	.83	7	14,120	1.63	3.12	4.81	9.36	2.94
) ONE-WAY COUPLET TO SELLWOOD BRIDGE NBD	1.94	88	19,819	6.25	8.18	9.15	9.85	8.54
LLWOOD BRIDGE TO SCL NBD	.85	5	18,210	.88	.72	1.64	2.25	1.65
- CITY OF PORTLAND	3.50	109	17,229	3.99	5.43	6.30	7.89	5.93
ND TO LAKE OSWEGO								
RTLAND TO CLACKAMAS CO	1.54	28	15,657	3.17	4.56	3.74	14.44	3.18
CKAMAS CO TO LAKE OSWEGO	.69	11	15,549	2.80	6.04	4.99	2.53	3.09
- PORTLAND TO LAKE OSWEGO	2.23	39	15,623	3.05	5.02	4.13	8.19	3.14
WEGO								
TO SPRR X-ING	.40	24	19,005	8.62	15.77	18.73	13.53	19.43
R X-ING TO RD TO WILSONVILLE	.61	26	18,934	6.15	14.08	13.64	15.68	14.79
TO WILSONVILLE TO SCL	.33	5	11,900	3.47	5.72	2.11	2.26	2.64
- CITY OF LAKE OSWEGO	1.34	55	17,222	6.51	13.22	13.33	12.75	14.49
SWEGO TO WEST LINN								
	1.01	8	9,900	2.18	1.71	3.56	1.28	
- LAKE OSWEGO TO WEST LINN	1.01	8	9,900	2.18	1.71	3.56	1.28	.80
INN								
TO E PORTLAND FRWY INTCHGE/HWY 64/	3.03	24	9,542	2.26	3.49			
PORTLAND FRWY INTCHGE TO WILL FALLS DR	.18		9,100		5.18			
LAMETTE FALLS DR TO ECL	.08	1	11,900	2.87	11.80	11.80	6.66	12.00
- CITY OF WEST LINN	3.29	25	9,575	2.16	4.00	4.43	3.15	3.43
CITY								
GON CITY WCL TO 7TH & MAIN STS	.12	2	11,900	3.82	7.87	15.74	15.56	6.67
& MAIN STS TO HWY 1E /US99E/	.11	2	7,472	6.64	6.89	13.20	27.12	12.70
- CITY OF OREGON CITY	.23	4	9,782	4.85	7.51	14.79	19.37	8.74
RECAPITULATION								
AL RURAL	2.23	39	15,623	3.05				
AL URBAN	10.20	201	13,866	3.88				
AL HIGHWAY	12.43	240	14,181	3.71				

ACCIDENTS ON STATE HIGHWAY SYSTEM

Table II shows the comparative five-year accident experience for Freeways and Non-Freeways of the State Highway System, Primary and Secondary components, and of the respective Rural and Urban portions. The Freeways shown are those portions that have been open to traffic during the entire year. Total lengths for the various categories are shown for the year 1972 only.

TABLE II

ACCIDENTS PER MILLION VEHICLE MILES

Description	1972 Miles 1/	1972 Rate 1/	1971	1970	1969 2/	1968
TOTAL						
State Highway System	7,581.22	2.45	3.69	4.05	3.87	4.29
Freeways	679.04	1.02	1.26	1.33	0.96	1.08
Non-Freeways	6,902.18	3.19	4.91	5.37	5.24	5.69
Primary System	4,855.92	2.33	3.36	3.80	3.67	4.05
Freeways	670.41	1.02	1.25	1.32	0.94	1.08
Non-Freeways	4,185.51	3.21	4.70	5.35	5.36	5.70
Secondary System	2,725.30	3.05	5.42	5.26	4.80	5.48
Freeways	8.63	0.94	1.84	1.98	1.75	1.24
Non-Freeways	2,716.67	3.13	5.61	5.41	4.89	5.67
RURAL						
State Highway System	6,983.09	1.70	2.27	2.34	2.15	2.23
Freeways	590.38	0.90	1.06	1.08	0.90	0.94
Non-Freeways	6,392.71	2.09	2.81	2.88	2.64	2.74
Primary System	4,442.97	1.55	2.00	2.11	1.94	1.99
Freeways	587.37	0.90	1.05	1.05	0.89	0.93
Non-Freeways	3,855.60	1.93	2.54	2.69	2.49	2.53
Secondary System	2,540.12	2.48	3.67	3.46	3.09	3.38
Freeways	3.01	0.78	2.01	2.12	1.72	1.33
Non-Freeways	2,537.11	2.52	3.74	3.52	3.12	3.44
URBAN						
State Highway System	598.13	4.2	7.06	8.14	8.16	9.39
Freeways	88.66	1.51	1.64	1.87	1.07	1.38
Non-Freeways	509.47	6.43	10.56	12.23	12.97	13.74
Primary System	412.95	4.20	6.58	7.89	7.98	9.13
Freeways	83.04	1.25	1.64	1.82	1.04	1.39
Non-Freeways	329.91	7.09	10.65	13.01	14.18	14.50
Secondary System	185.18	4.34	9.64	9.28	8.97	10.66
Freeways	5.62	1.04	1.67	1.91	1.77	1.14
Non-Freeways	179.56	4.63	10.40	9.76	9.73	11.40

1/ Data on ramps, frontage roads and connections not included.
2/ Eight months of 1969: March, April, and July through December (245 days).

NOTE: Effective September 9, 1971, legally reportable accidents are those involving death, bodily injury or damage to any one person's property in excess of $200.

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION
5821 N.E. Glisan Portland, Oregon 97213 Phone: 229-6971

October 23, 1973

JOE GRIGGS
Johns Landing No. 200
The Water Tower Building
5331 S.W. Macadam Avenue
Portland, Oregon 97201

In order to relate the proposed widening of Macadam Avenue as envisioned by your effort to the entire Avenue, I will lay a 110-foot shaded strip on our existing map of Macadam Avenue and have this available for review with the Terwilliger-Corbett Neighborhood Association November 14. This will provide that group an idea of how the widening of the Macadam as envisioned by you would effect the area north and south of the development.

As generally agreed the City and State could develop an interim plan for Macadam Avenue to provide for traffic during the next 5-7 years upon receipt of projections of traffic resulting from the Johns Landing Development. This should include the access points which will be utilized by the development and the projected traffic volumes and movements at those points.

I would also appreciate your ideas as to providing for this additional load on Macadam Avenue during the next 5-7 years that an improvement for Macadam Avenue is developed. This might include locations for signalization, left turn refuges, bus turn outs, etc.

As I understand you the only immediate problem was the bus turn out at the Water Tower Building caused by DEQ requirements and that the left turn refuge at boundary is not an immediate problem but a problem which will develop in the next one-two year period. However, I am reluctant to proceed with the bus turn out due to the initial work done by the Highway Division which indicates that that right of way will be required for the left turn channelization and that although the long-range plan you have developed indicates the right of way encroaching on the railroad, this would most likely not become a realization within the next one-two year period. Therefore, prior to issuing a permit for the bus turn out, I believe the left turn refuge at boundary as well as signalization should be resolved and propose to do that upon receipt of the above information from you.

R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

cc Don Bergstrom - City Traffic Bureau
Allan Fox - City Planning Commission

bcc: E. S. Hunter, R. L. Schroeder, H. S. Coulter

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 19, 1973

TO R. N. Bothman, Metropolitan Engineer

FROM A. D. Olson, Preliminary Design Engineer

SUBJECT Lowell Street-Portland City Limits
Oswego Highway (Macadam Avenue)
Multnomah County

Enclosed are copies of traffic data on Macadam Avenue along with background data and an intersection analysis. You will note that capacity improvements on Taylors Ferry Road and the Sellwood Bridge will be required before these volumes can be attained.

I presume that this data will be of value to you in your discussions with the neighborhood groups which you have mentioned.

ADO:jh
Enclosure
cc: E. S. Hunter (w/enclosure)

RECEIVED
OCT 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE October 5, 1973

TO J. H. Versteeg, Design Engineer
Attention: A. D. Olson

FROM Robert E. Royer
Planning Engineer

SUBJECT
Traffic Analysis
Macadam Avenue
Portland

The following is in response to your request to analyze traffic projections on Macadam Avenue between the Sellwood Bridge and the Ross Island Bridge. The purpose of this analysis is to indicate the lane requirements on Macadam Avenue to provide an acceptable level of service for projected 1993 traffic volumes.

The following transportation system and land use developments were assumed:

1. 1990 Transit System Plan developed by DeLeuw-Cather. Assumes Park and Ride Station in Lake Oswego with parking for 350 vehicles.
2. No Johnson Creek-Sellwood Freeway.
3. No Mt. Hood Freeway (assumes high-level transit in Mt. Hood Corridor).
4. Johns Landing Development (Traffic Report, July 1972).

Attached are sketch maps indicating 1972 and projected 1993 traffic volumes for the Macadam Avenue corridor. The 1993 traffic projections reflect estimated future traffic demand; however, capacity improvements on Macadam Avenue, Taylors Ferry Road, and the Sellwood Bridge are required before these volumes can be attained.

1 Versteeg ✓
2 A. Olson
RECEIVED

Lane requirements for projected 1993 DHV were calculated, assuming a signalized intersection, on Macadam Avenue at access "F" to the Johns Landing Development. Three lanes each direction are required on Macadam Avenue, plus a left-turn lane. These lane requirements are based on a 1993 peak-hour volume of 2,200 for the through movement and 490 in the north-to-east left turn. See attached capacity analysis and intersectional analysis summary forms.

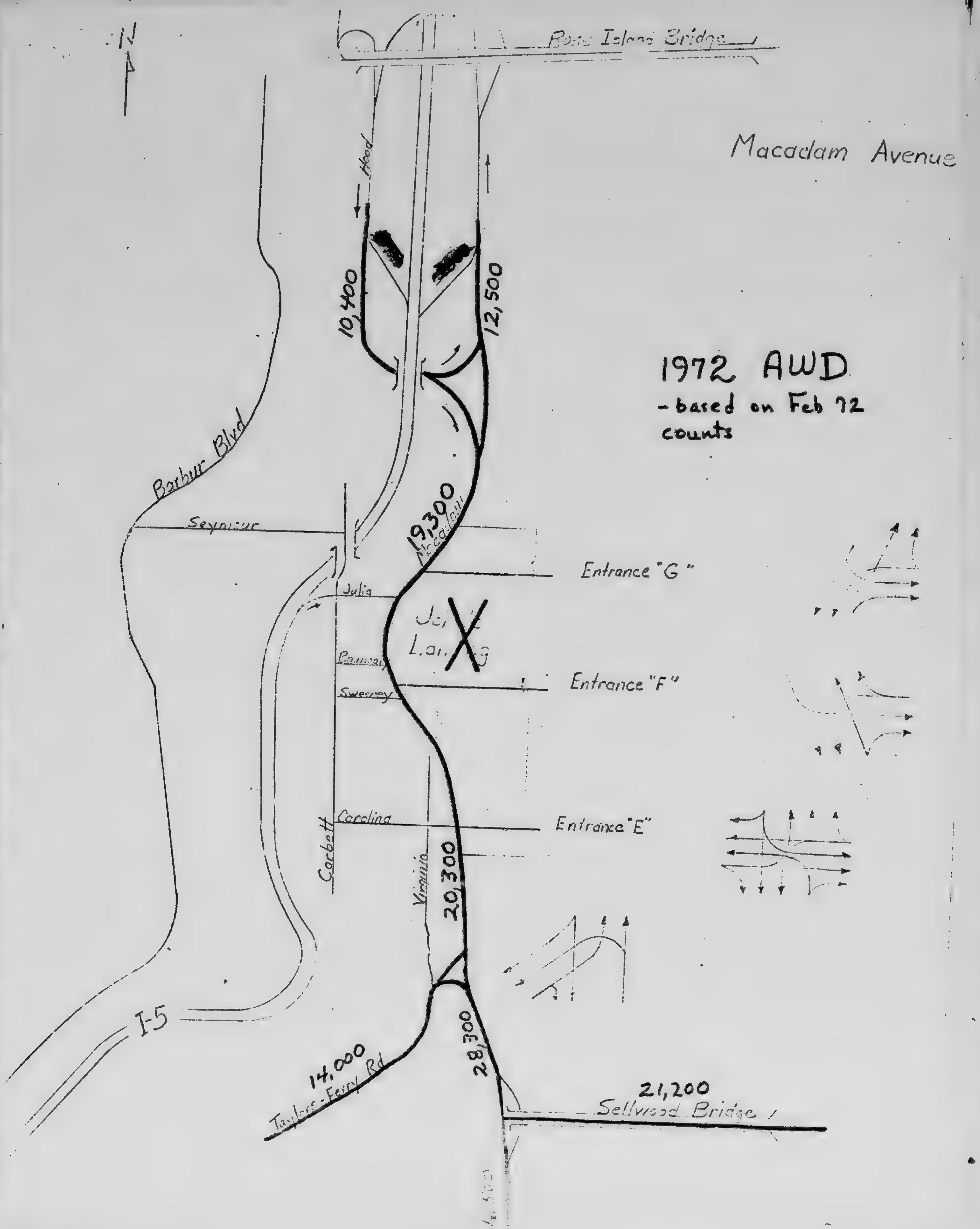
In order to reduce the lane requirements to two-lanes, each direction, plus a left turn lane a reduction of approximately 750 vehicles in the through movement would be required. A substantial divertion, beyond that anticipated, to transit or car pools would be necessary to achieve a reduction of 750 vehicles during the peak-hour.

The intersection of Macadam Avenue with Taylors Ferry Road and the Sellwood Bridge will require special design treatment. Signalized intersections will not provide an adequate level of service due to the high volume turning movement conflicts. Some form of interchange design, whereby grade separated movements can be developed, will be necessary.

JH:ap
Attachments

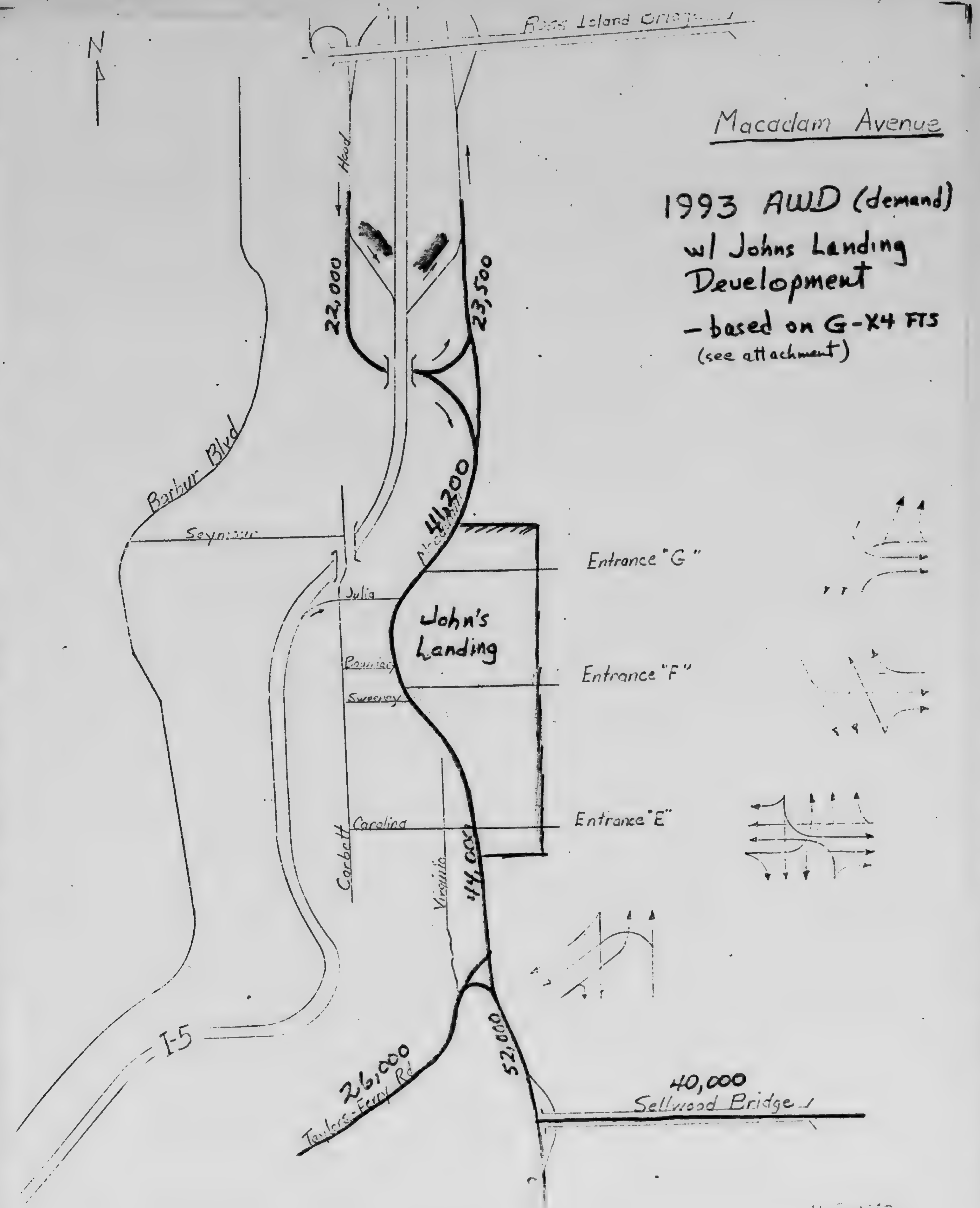
Macadam Avenue

1972 AWD
- based on Feb 72 counts


N
Ross Island Bridge
Hood
10,400
12,500
Barbur Blvd
Seymour
19,300
Macadam
Entrance "G"
Julia
Julia Landing
Boundary
Sweeney
Entrance "F"
Carolina
Corbett
Entrance "E"
Virginia
20,300
I-5
14,000
Taylors-Ferry Rd
28,300
21,200
Sellwood Bridge

Macadam Avenue

1993 AWD (demand)
w/ Johns Landing
Development
- based on G-X4 FTS
(see attachment)


N
Ross Island Bridge
Hood
22,000
23,500
Barbur Blvd
41,200
Macadam
Seymour
Julia
John's Landing
Entrance "G"
Entrance "F"
Boundary
Sweeney
Carolina
Entrance "E"
Corbett
Virginia
44,000
I-5
26,000
Taylors-Ferry Rd
52,000
40,000
Sellwood Bridge

[illegible]

TRANSPORTATION STUDIES
INTERSECTION ANALYSIS SUMMARY

Project MACADAM AVE : Ross Island Bridge to Sellwood Bridge

Date: 14 Sep 73

D.H. Year 1993

FTS G-X4

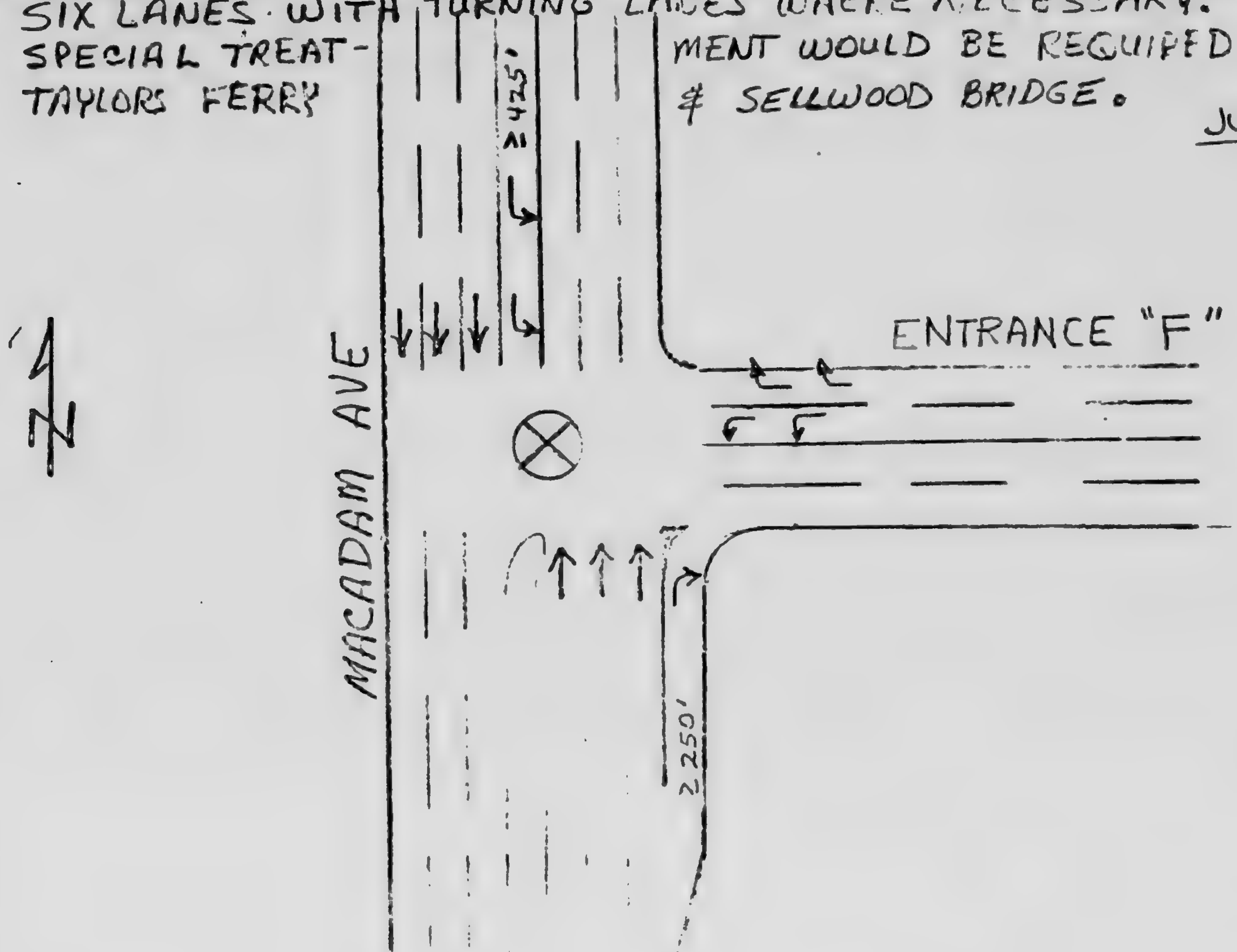
INTERSECTION Macadam Ave & Entrance F"

	EXISTING OR DESIGNED			REQUIRED		
Approach	No. of lanes-width	G/C	SL	No. of lanes-width	G/C	SL
N				3 + lt turn		
E		AM		2	AM	D
S		PM		3 + rt. turn	PM	D
W						

Remarks – TRAFFIC BASED ON G-X4 FTS (PVMATS – No Mt. Hood Fwy., No Johnson Cr. Fwy. High level transit modal split developed by DeLeuw-Cather) AND DELEUW, CATHER REPORT : Johns Landing - Preliminary Traffic & Parking Impact.

– IN GENERAL, MACADAM AVE WOULD REQUIRE WIDENING TO SIX LANES WITH TURNING LANES WHERE NECESSARY. SPECIAL TREATMENT WOULD BE REQUIRED AT TAYLORS FERRY & SELLWOOD BRIDGE.

JWS



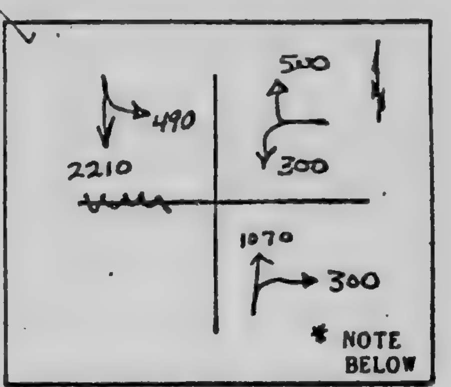
OREGON STATE HIGHWAY
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

14 Sep, 1973

PROJECT Macadam Ave

INTERSECTION Macadam & Entr. F

CITY Portland



1993 DHV
PM PkHr
AM ~40% entering & Johns Landing
~50% exiting & c Report T2

BASIC CONDITIONS:
METRO POPULATION 1 mill PHF
AREA: [✓ RESID.] CBD RURAL FRINGE OBD (Circle One)

C= SIGNAL CYCLE= SEC.
A/C = / =

	PHASE 1		PHASE 2		PHASE 3		PHASE	
AM	↓↓↓↳ ↰	AMBER	↓ ↑↑↑↱	AMBER	↰ ↙	AMBER	~~0.93~~ 0.90 SL"D"	AMBER
PM	↓↓↓↳ ↰		↓↓↓ ↑↑↑ ↑↑↑↱		↰ ↙		~~1.01~~ .94 SL"D"	
	G/C = ~~0.20~~ .17 (0.41) G= SEC.	SEC.	G/C = 0.60 (0.35) (0.28) G= SEC.	SEC.	G/C = 0.13 (0.25) G= SEC.	SEC.	G/C= G= SEC.	SEC.

APPROACH N T= 3 % R= / % L= / % BUS STOP

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED +	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	* REMARKS ϕ
	N-S	24	4		0.80					2210	
1,2	N-S	36	4	e 0.30	0.58				~1070	2210	
1	N-E	12	1200vphg	e 0.17	0.41				~200	490	≥ 425'

APPROACH T= % R= % L= % BUS STOP

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED +	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ϕ

APPROACH E T= 3 % R= — % L= % BUS STOP

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED +	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ϕ
3,1	E-N	12	1200vphg	e 0.20	0.41				~250	500	
3	E-S	12	1200vphg	e 0.13	0.25				~150	300	

APPROACH S T= 3 % R= 25 % L= / % BUS STOP

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED +	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ϕ
	S-N,E	36			0.35					1370	
2	S-N	36		e 0.60	0.28				>2200	1070	
2	S-E	12	1200vphg	e ~~0.12~~ 0.10	0.25				120	300	≥ 250'

* Designate Each Approach By Letter: 1-W or 2-W(1-or 2-Way): Pkg., N.P.(No Pkg.); Enter DHV'S.
+ Does Pedestrian Timing Control?... If Yes See Attached Sheet For Computations.
ϕ Turn Lane Lengths -- D_2, D_3; Trucks -- T_2, T_3; Widened Approach Lengths -- D_a, D_b, ETC.

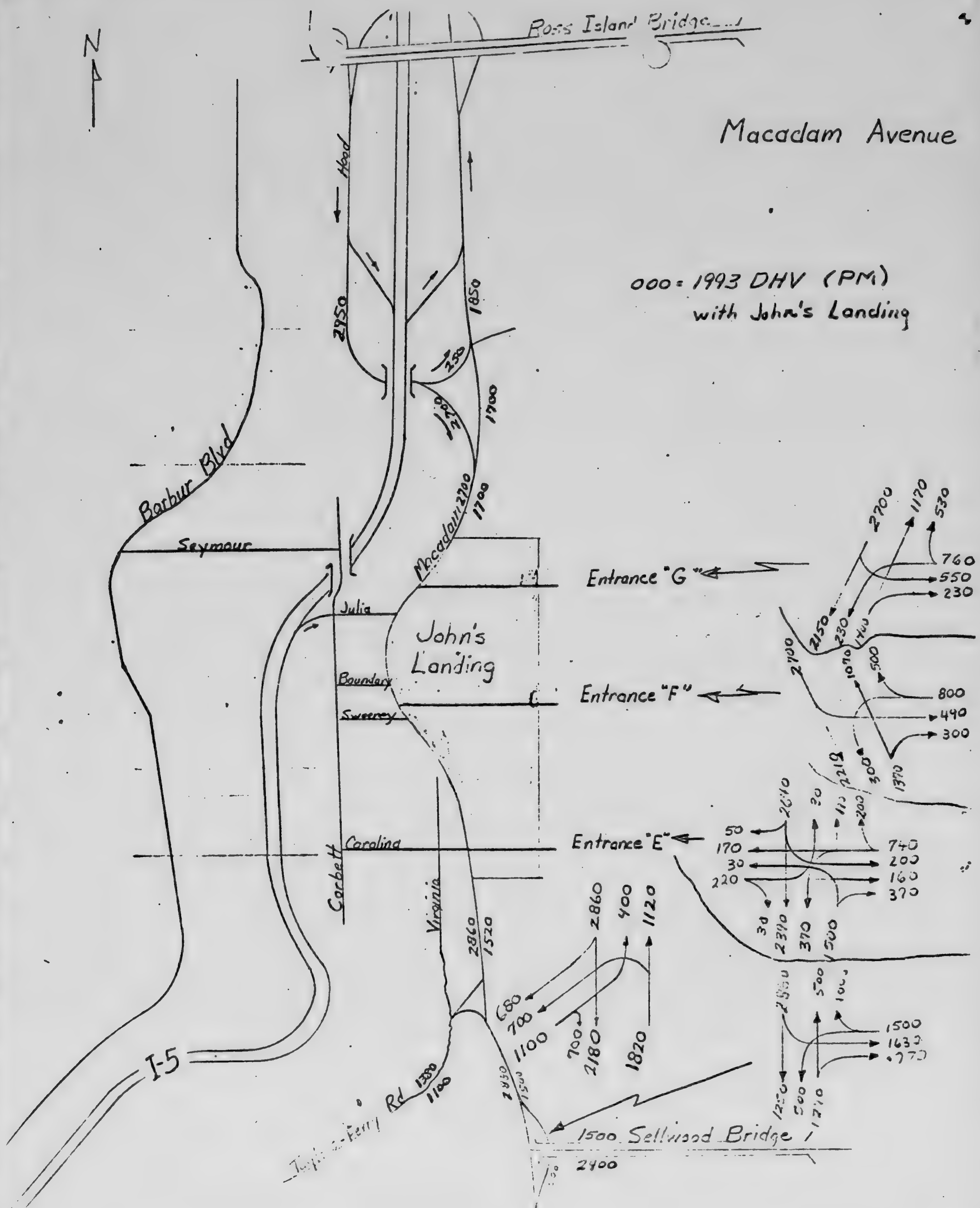
By JDS

Checked

H-57

Macadam Avenue

000 = 1993 DHV (PM)
with John's Landing


N
Ross Island Bridge
Hood
2950
1850
250
2700
1700
Macadam 2700
1700
Barbur Blvd
Seymour
Julia
John's Landing
Boundary
Sweeney
Carolina
Corbett
Virginia
Entrance "G"
Entrance "F"
Entrance "E"
2700
1170
530
760
550
230
2150
230
1400
2700
1070
500
800
490
300
300
1370
2610
30
110
2210
200
50
170
30
220
740
200
160
370
30
2390
370
1500
2860
400
1120
2860
1520
680
700
1100
700
2180
1820
1380
1100
2930
1500
1500
1630
2770
1250
500
1710
Taylors Ferry Rd
1500 Sellwood Bridge
2400
I-5

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

HK

September 26, 1973

Mr. E. S. Hunter, Asst. State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Left-turn Refuge - S.W. Macadam Avenue
Johns Landing Development

Dear Mr. Hunter:

We have your letter of September 18 regarding improvements to S.W. Macadam Avenue as part of the Johns Landing Development.

I agree with you that there has been a change in thinking, or at least a difference of opinion by the Johns Landing developers, and we will wait until we hear further from you on this project.

Sincerely,

D. E. Bergstrom

D. E. BERGSTROM
Traffic Engineer

DEB:ba

NOTED
E. S. HUNTER

10-15-73
Bothman to meet with city and Johns Landing people to resolve interim measures.
ESH
cc Bothman.

RECEIVED
SEP 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

10-15-73
Copy to Bothman.

September 18, 1973

Mr. D. E. Bergstrom
City Traffic Engineer
Bureau of Traffic Engineering
City of Portland
420 S. W. Main Street
Portland, Oregon 97204

Dear Mr. Bergstrom:

Left-turn Refuge
Johns Landing Development
Oswego Highway (Macadam Avenue)
City of Portland
Multnomah County

There seems to be a misunderstanding or a breakdown in communications somewhere along the line, possibly within the Johns Landing organization. We were requested by John Gray to come up with a minimal channelization pattern with any necessary widening to be on the west in order to avoid conflict with the railroad track at this time. This was requested in order to provide an interim facility for their proposed development since it will probably be several years before all of the studies involving modal splits, citizen's input, hearings, impact statements, et cetera, have been finalized and a decision can be reached on Macadam Avenue's place in the overall transportation picture.

Our preliminary view of widening Macadam Avenue would agree with your comments as to widening on the east in this area; however, final development will depend on all the above plus the "Master Plans' which you mention.

Our purpose in sending the alternate interim plans to you was to obtain comments in regard to the relative acceptability of the three plans as well as your statement in regard to participation in the signalization. We will contact Mr. Gray to determine whether we misunderstood his request or whether there has been a change in thinking within his organization. I will contact you again when we have this determination.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ADO:jh/ESH:jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
R. N. Bothman w/att. - Please review with Gray and advise. BH
L. W. Rulien w/att.

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

August 31, 1973

Mr. E.S. Hunter, Asst. State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Request for Signal Re-Location
Johns Landing - S.W. Macadam

Dear Mr. Hunter:

As you requested in your letter of July 23, we have studied the three plans for the improvement of S.W. Macadam and the proposed re-location of the signalized intersection.

The initial phase of Johns Landing is the renovating of an existing building on the west side of S.W. Macadam Avenue between Boundary and Sweeney. The three plans submitted reduce the sidewalk area or require property acquisition involving the removal of a portion of the existing Johns Landing development.

We have contacted representatives of the Johns Landing developers and find it is their feeling that any widening of Macadam Avenue be accomplished on the east side. Master plans of the area show the proposed re-location of the railroad tracks thereby providing area for widening. On examination of the site and their plans we concur with this planning.

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
SEP 10 1973
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

We will continue to work with the developers and when final improvement plans of S.W. Macadam are approved we will participate in removal and re-installation of necessary signalization for this development.

Sincerely,

D. E. Bergst

D. E. BERGSTROM
Traffic Engineer

MJM:ba

cc: Joseph Griggs, Johns Landing
#200 The Water Tower
5331 S.W. Macadam Avenue
Portland, Oregon 97201

Schroeder

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213

DATE October 11, 1973

TO MEMO TO ~~THE~~ FILE

FROM R. N. BOTHMAN
Metropolitan Engineer Bothman

SUBJECT MACADAM AVENUE

In response to letter from Mayor Goldschmidt, attended meeting in his office to discuss the development of a transportation solution along Macadam Avenue.

In attendance were representatives Hal Saltzman and Harold Pollin from the Davidson Company representing the Pacific Rim Center, Bill Courter and Joe Griggs from Johns Landing, Sam Galbreath from Portland Development Commission, Alan Fox from the Bureau of Planning, John Moll from Corbett-Terwilliger Neighborhood Association, Dick Brainard and Doug Butler from Office of Planning and Development, Ed Wagner of Tri-Met, Don Bergstrom from Bureau of Traffic Engineering and Allan Weber, conducting the meeting on behalf of the Mayor.

Each participant explained the position of their development relative to its effect on the development of the corridor. Both developers stressed the need for immediate response in order to facilitate their projects which are under way. Ed Wagner of Tri-Met explained the development of the park and ride system and the railroad corridor study, both elements under the direction of Tri-Met which affect this corridor. The representation from the neighborhood through Mr. Moll and Mr. Fox advised they were developing a set of goals and objectives for transportation in the neighborhood. This should be done in approximately one more month. I explained our position as seeking direction as to the development which should be pursued in order to provide for handling of the transportation needs in the corridor, this direction needed from those other persons at the table. I emphasized the fact that we were not about to start any sort of a development without the full support of those concerned.

The group disbanded to meet again in two weeks and to submit to the committee the goals and objectives for their operation, the alternatives, and more or less develop a shopping list for proceeding with a combined effort.

This first meeting was basically to develop the committee and establish some type of a group structure to bring together all those persons presently functioning in the corridor.

Interests are very diversified, each being for a specific reason. However, the potential to develop a corridor would seem somehow possible.

ar

cc✓ R. L. Schroeder
G. L. Sund

THE CITY OF
PORTLAND
OREGON

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE.
PORTLAND, OR. 97204
503 248-4120

October 3, 1973

Mr. Bob Bothman
Oregon State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Bothman:

This letter is the result of a number of separate but interrelated events and communications which have come together in the past month: A letter which I received from the Oregon State Highway Division regarding the proposed widening of Macadam Ave.; a letter from Mr. John Moll of the Corbett-Terwilliger Neighborhood Association regarding the evolving Corbett-Terwilliger Neighborhood Plan; requests from the developers of Johns Landing for specific traffic improvements in the area around their property; discussions regarding the proposed Pacific Rim development, north of the Marquam Bridge; and weekly meetings which have been held in my office with the numerous participants in Tri-Met's Park and Ride facilities.

The coming together of these elements presents an opportunity for the development of a transportation solution along Macadam which will accomplish a number of goals; respect and support land uses on both sides of Macadam; provide safe, efficient and attractive access to the downtown from the south; maximize the public and private resources available in accomplishing transportation objectives. To take this on, I am inviting you to attend a meeting in my office on October 10 at 9:00 a.m. to discuss this matter.

The attached list gives you the names of other groups and individuals who have been asked to attend. Additionally, I would suggest the consideration of the addition of three "at-large" positions as one of the first items of business on October 10. Other points to be covered at this first session could be the current status of OSHD plans for Macadam, the Corbett-Terwilliger Plan, Johns Landing and Pacific Rim developments, and investigations of the use of the Southern Pacific rail right-of-way. This base level of information could then provide for the structuring of the next meeting. If it is agreeable, I would suggest that these meetings be held on a regular basis, either weekly or bi-weekly.

Thank you for your interest. Please let Alan Webber in my office know whether or not you or your representative can attend. He can be reached at 248-4270.

Sincerely,

Neil

Neil Goldschmidt

NG:aps
Enclosure

LIST OF PARTICIPANTS

Davidson Company - Hal Saltzman, Harold Pollin
Johns Landing - ~~John Coulter~~ BILL COURTER OPER. CHEF JOHNS LANDING
Portland Development Commission - Sam Galbreath
Bureau of Planning - Alan Fox
Corbett-Terwilliger Neighborhood Assn. - John Moll
Office of Planning & Development - Dick Brainard and
  Doug Butler
Tri-Met - Ed Wagner
Bureau of Traffic Engineering - Don Bergstrom

September 25, 1973

Mr. John P. Bledsoe
Dezendorf, Spears, Lubersky & Campbell
Attorneys at Law
800 Pacific Building
Portland, Oregon 97204

Dear Mr. Bledsoe:

Lowell Street-Portland City
Limits Section
Oswego Highway (Macadam Avenue)
Multnomah County

Reference is made to your letters of August 28 and September 18 in regard to Macadam Avenue in the vicinity of S.W. Nebraska.

Apparently the map which you saw in Mr. Limbocker's office was a preliminary projection for six lanes on Macadam Avenue, assuming all widening on the east. This was an arbitrary "first pass" at adding capacity to the facility and has no status as far as an ultimate design is concerned.

I am not aware of any private design work in regard to Macadam Avenue being submitted to us through the offices of the City of Portland. In any event, as soon as basic traffic information is available, I expect that interested citizen participation groups in the area will be involved in exploration of all possible alternate methods of handling the traffic, including alternate transportation modes and the "do nothing" situation.

I am requesting our Metropolitan Office to advise you when these groups become active so you may become involved in the decision making processes.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Design/jf
bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
R. N. Bothman - Take appropriate action.

DEZENDORF, SPEARS, LUBERSKY & CAMPBELL
(DEY, HAMPSON & NELSON)
(KOERNER, YOUNG, McCOLLOCH & DEZENDORF)
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204
226-6151

JAMES C. DEZENDORF
FRANK H. SPEARS
WILLIAM F. LUBERSKY
HARRY J. DeFRANCQ
GEORGE B. CAMPBELL
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. BORST
GEORGE L. WAGNER
STANLEY R. LOEB
MICHAEL G. HOLMES
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON
JOHN H. DORAN
O. MEREDITH WILSON, JR.
ANTHONY J. BARKER
LAURENCE F. JANSSEN
ROBERT E. MALONEY, JR.

CLARENCE J. YOUNG
FRANK C. McCOLLOCH
OF COUNSEL

RICHARD C. HUNT
JOHN W. GOULD
GEORGE A RUSSILL
JAMES P. STOUFFER
KENNETH E. JERNSTEDT
C. RICHARD NOBLE
CRAIG E. IVERSON
JOHN M. BERMAN
VAWTER PARKER
RICHARD H. WILLIAMS
DARYL L. NELSON
EDWIN A. HARNDEN
ROY P. FARWELL

September 18, 1973

RECEIVED
STATE HWY ENGR
SEP 19 '73
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Mr. F. B. Klaboe
Administrator & State
Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. J. H. Versteeg
Road Design Engineer

Re: Lowell St. - Portland City Limits Section
Oswego Highway (Macadam Avenue)
Multnomah County

Dear Sir:

I have your letter of September 5, 1973, concerning the above matter. The map to which I referred was inspected by me in the office of Mr. Kenneth Limbocker here in Portland.

It is my understanding, although I received no information of this sort from Mr. Limbocker, that there has been some private design work done with regard to Macadam Avenue in the above area and submitted to the State Highway Department through the offices of the City of Portland.

I have no direct knowledge on this subject but should there be a taking in this area which effects the property of my client, Diamond Investment Co., it is probable that the taking will be resisted. In this connection an examination will be made into the studies leading to the selection of the route proposed. Consequently, I ask that you keep detailed records of those participating in the planning processes prior to the time that public hearing is called for.

Very truly yours,

John P. Bledsoe

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SEP 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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ROAD DESIGN SECTION
1 Versteeg
2 A Olson
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5 Trout
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1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 5, 1973

NOTED
E. S. HUNTER

Mr. John P. Bledsoe
800 Pacific Building
Portland, Oregon 97204

Dear Mr. Bledsoe:

Re: Lowell St.-Portland City Limits
Section
Oswego Highway (Macadam Avenue)
Multnomah County

I am returning your check which was to cover the cost of a map of the preliminary design of the rearrangement of the intersection of S. W. Nebraska and S. W. Macadam Avenue.

In the early 1960's a survey was made to make minor improvements on Macadam Avenue from the end of the couplet southerly to the Sellwood Bridge with provision for either a major channelized intersection or an interchange at Taylors Ferry Road. The facility was to be widened within the existing right of way except in the vicinity of the interchange. It would have provided two 12-foot lanes in each direction with 4-feet between the opposing lanes. The existing curbs on the west side of the street would have been set back to approximately 6-feet from the property line. This is the maximum facility that can be provided within the existing right of way.

Due to lack of funds and since this would not greatly improve the capacity of the existing facility it has been delayed. Now, with the ever-increasing traffic and the changing emphasis on other modes of transportation, it will be necessary to make a comprehensive study of all of the possible options from the "do-nothing" alternate, rapid transit, six lanes, etc. As a start we have had the area mapped by photogrammetric methods, preliminary data is being gathered on anticipated traffic and a study has been started on what might be required to widen the existing facility to six lanes.

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SEP 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I would anticipate that as soon as we have our basic traffic information that we would then be in a position where something meaningful could be accomplished by meeting with interested citizen participation groups in the area for their input into the overall study.

Until the studies have been completed, environmental impact statements prepared, public hearings held and analyzed and the million and one other requirements that we must now follow have been accomplished we will be unable to even guess as to what the plan for the intersection of Macadam and Nebraska Avenue might look like or how the overall traffic might be served.

Very truly yours,

F. B. Klaboe,
Administrator & State Highway Engineer
By:
ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

ADO:jh
Enclosure: Personal check dated August 28, 1973

cc: E. S. Hunter
R. N. Bothman

JOHN P. BLEDSOE
800 PACIFIC BUILDING
PORTLAND 4, OREGON

August 28, 1973

Mr. Adrian Olsen
Preliminary Design Engineer
Oregon State Highway Dept.
Highway Building
Salem, Oregon

Dear Sir:

Please send me one of the maps covering preliminary design on rearrangement of SW Macadam Avenue in the area covered by intersection with S W Nebraska.

My check to cover the cost is enclosed - you are authorized to complete it in the proper amount.

Thank you for your courtesy.

Very truly yours
John P. Bledsoe

METROPOLITAN SECTION
5821 N. E. Glisan   Portland, Oregon 97213m   Phone 229-6971

September 10, 1973

JOHN'S LANDING
5920 S. W. Macadam
Portland, Oregon 97201

ATTENTION: Mr. Philippson

NOTED
E. S. HUNTER

PROPOSED BUS LANE

I have reviewed your plan for a bus lane submitted to the State Highway Division in July of 1973.

The bus lane is not compatable with the proposed left turn refuges on this section of Macadam Avenue.

I recommend that design of a bus lane or turn-out be developed within the parking area, outside the right of way line of Macadam Avenue.

R. N. BOTHMAN
Metropolitan Engineer

RNB:pb

bcc: ✓E. S. Hunter
L. W. Rulien: This response is being made in accordance with request to Don Wackerbarth.

RECEIVED
SEP 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE August 24, 1973

TO MEMO TO THE FILE

FROM R. N. BOTHMAN ORIGINAL SIGNED BY R. N. BOTHMAN
Metropolitan Engineer

SUBJECT Macadam Avenue

Met with the Corbett-Terwilliger Neighborhood Planning Committee organized under the City Planning Commission with staff representative Allan Fox as their leader.

Present were representatives of the Mayor's office (Allan Weber), the Portland Development Commission (Sam Galbreath), Portland Planning Commission, Portland Traffic Bureau (Mario Martini), Wolf Zimmer & Associates, Tri-Met (Ed Wagner), and the Neighborhood Planning Committee. Included in the Neighborhood Committee were representatives of the neighborhood and business community, including John's Landing. A visitor from Lake Oswego was in attendance.

The purpose of the meeting was to discuss the processes and resources available to the Neighborhood Planning Committee to put into implementation their various findings and desires relative to improving transportation facilities in the Corbett-Terwilliger area. Our prime concern is Macadam Avenue; however, the committee was also focusing on local streets and changes being made piece-meal in the John's Landing development.

Each of the above staffers reported their function. Of interest was the report from PDC representative Sam Galbreath. PDC has been requested by the Mayor's office to review the possibility of a renewal project in the Marquam Bridge-Hawthorne Bridge area. They have also been requested to review the possibility of a renewal project in the boundaries defined by the John's Landing project. PDC countered with a proposal to include the entire area from the Hawthorne Bridge through the John's Landing development in a revenue fund urban renewal project. As I understand it, these projects function by freezing the property evaluation during development of the properties which raises the property evaluation, and use the tax increase to pay off the bond monies which are floated to originate the project. In the case of John's Landing, this would provide public facilities within the John's Landing complex. But of more interest to us is that this PDC urban renewal project would consider the transportation corridor within the area which means they would be looking at Macadam Avenue and the rail along Macadam.

The basic concern from the Neighborhood Planning Committee was that the projects in this area were not being referred to them for review, consideration and input from the neighborhood. As an example, this work by PDC had not been run through the Neighborhood Planning Committee. Also of concern was the piece meal approach by John's Landing; to cut off streets, widen Macadam at spot points, add signalization, add left turn refuges, etc., without an overall transportation plan and without consideration of mass transit (a rail facility).

I advised them of our present status; that being we are awaiting response from the City as to a request to proceed with an overall corridor study of the Macadam Avenue area with which we could proceed with a complete study and establish a plan for the improvement of the Macadam Avenue corridor. Also I reviewed the considerations which would be included in such a study; that being the rail line, John's Landing, the Johnson Creek Freeway, the Sellwood Bridge, the Pacific Rim Center, etc. I advised them that I would work with the Planning Committee on all activities related to the State Highway Division; those being items related to Macadam Avenue.

A letter will be written by the Planning Committee to all the agencies involved requesting those agencies to stipulate their activities and processes to accomplish activities as they relate to the Neighborhood Planning Committee.

At this point the Neighborhood Planning Committee is organized and ready to function as a neighborhood decision-making, or at least consultant, to the various agencies working in the area.

At least one of the Neighborhood Planning members was quite vocal, otherwise the discussions were pretty much carried by Allan Fox and the agency heads.

cc E. S. Hunter
R. L. Schroeder
Donald Byard
Gary Sund

7152

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
DAN MOSEE
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon
BOARD OF COUNTY COMMISSIONERS
(503) 248-3304 ▪ ROOM 605, COUNTY COURT HOUSE ▪ PORTLAND, OREGON ▪ 97204

August 21, 1973

Mr. F. B. Klaboe
Administrator and State Highway Engineer
Highway Building
Salem, Oregon 97310

RE: Improvement of Macadam Avenue

Dear Sir:

Multnomah County, recognizing the need for improving Macadam Avenue, wishes to lend its support to the project.

Should the various local governments, businesses, industries, citizen groups, and home owners indicate their desires for improvements, the county would also be agreeable to support the project.

Please keep us informed.

Respectfully,

M James Gleason
M. James Gleason, Chairman
Board of County Commissioners
Multnomah County

GJN:daw

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STATE HWY ENGR
AUG 24 '73
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible] to
[illegible]

August 2, 1973

The Honorable James M. Gleason
Chairman
Board of Commissioners
Multnomah County Courthouse
Portland, OR 97204

Dear Mr. Gleason:

Activities conducted by the Portland Planning Commission in the Corbett-Terwilliger area have resulted in an indication of a demand for an improvement of Macadam Avenue. Further development of the John's Landing project also indicates the need to initiate planning which would result in an improvement. The Highway Division has done preliminary mapping.

I solicit your concurrence on the part of the County to proceed with a program of involving local government, business, industry, citizen groups, home owners and others in gaining a commitment from those groups to support an improvement.

If this initial step indicates support, would the County be agreeable to supporting an improvement which meets the needs of those involved, including the County? With a commitment on the part of the County for this improvement, the State would proceed with a citizen participation program, an environmental impact study, development of designs and construction.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
E. S. Hunter
R. L. Schroeder
R. N. Bothman
H. S. Cox

RNB:pb dpy

July 26, 1973

Ms. Esther G. Berberick
Secretary
Terwilliger Community League
0350 S. W. Dakota Street
Portland, Oregon 97201

Dear Ms. Berberick:

Re: Lowell Street-Portland City Limits
Oswego Highway
Multnomah County

This is in reply to your letter of July 9 concerning our plans for Macadam Avenue.

Several years ago an expanded four-lane design was surveyed and developed. Right-of-way needs were established and all but two parcels were purchased. There was opposition to this plan as it did not add any more capacity to the highway. As a result of this general feeling, the plan was laid aside.

Presently, we are working on a six-lane design. With the John's Landing development, it may be possible to obtain right-of-way and do most of the widening on their side of the highway. When our survey is completed, there will be an environmental impact statement prepared, followed by a public hearing and construction when funds are available.

Thank you for your interest in this matter.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: Mayor and Council -
City of Portland

bc: A. E. Johnson
E. S. Hunter
J. H. Versteeg

DNS:jg srb

STATE HWY ENGR

JUL 16 73

REFER TO
Hunter.

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

TERWILLIGER COMMUNITY LEAGUE
ORGANIZED 1965

July 9, 1973
0350 S. W. Dakota St.
Portland, Oregon 97201

State of Oregon
Department of Transportation
Salem, Oregon

Attention: Glen Jackson, Director

Re: S. W. Macadam Avenue, Portland, Oregon

Dear Sir:

The Terwilliger Community League feels that now is the time for the State Highway Department to advise the League as to your plans for the improvement of S. W. Macadam Avenue.

Since the time, several years ago, when the Highway Department made a sweep of business on Macadam, the Highway Department has had funds for the purchase of various pieces of property elsewhere. The daily newspapers carry information that the Highway Department is purchasing, or planning to purchase, portions of Cape Kiwanda, the Fort Stevens Battery, park property, etc.

We now feel that the time has come for a positive statement from your department. Time is of the essence. The Johns Landing development will fill the already saturated avenue to the point of immobility.

Do you not feel, in all fairness, the impression/given that no funds are available no longer holds up in the face of publicity given on the large expenditures for other and new projects?

The League feels that a determination at this time should be forthcoming, and I look forward to hearing from you, and sincerely trust that you understand our concern.

Sincerely,

E. Berberick
Esther G. Berberick, Sec'y.
Terwilliger Community League

Cc - Mayor and Council -
City of Portland
Corbett/Terwilliger Planning Committee
Corbett/Terwilliger Neighborhood Council
Johns Landing

RECEIVED
JUL 16
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
JUL 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 23, 1973

TO Robert E. Royer
Planning Engineer

FROM Loyd Henion
Loyd Henion
Highway Economist

SUBJECT Macadam Boulevard
Corbett/Terwilliger Plan

The questionnaire appears to be adequate in respect to the purpose for which it was designed--local business attitude toward the widening project.

One problem, however, is that results are tabulated strictly on a numerical basis with no regard to size of business or type of operation. When considering traffic movement and/or relocation, it will be important to know more about number of employees, customers, deliveries, et cetera. A problem which they point out in the report is the exclusion of Huntington Rubber and B. P. John Furniture from the survey. Between them, they represent a substantial portion of the area's employment and probably of the traffic.

The results appear consistent and predictable. Everyone wants better roads but no one wants to be inconvenienced.

One possible inconsistency appears in response to questions 11 and 12. Accessibility is listed as an advantage by 15 respondents and traffic flow by 6, yet 23 list traffic tie-ups and congestion as a disadvantage. Of course, the same people are not necessarily giving both answers.

GB:ap

NOTED
R. L. SCHROEDER

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[illegible] 1973

NOTED
ROBERT E. ROYER

July 23, 1973

Mr. D. E. Bergstrom, Traffic Engineer
City of Portland
Bureau of Traffic Engineering
420 S. W. Main Street
Portland, Oregon 97204

Dear Mr. Bergstrom:

The general widening and improvement of Macadam Avenue is some years away. In the meantime the Johns Landing development is progressing and they expect to open sometime this fall.

Their main access will be opposite S. W. Boundary Street and projected traffic counts will require a channelization with a traffic signal. Enclosed is a layout which will provide for this improvement and remove the existing signal at S.W. Mitchell Street.

Since this improvement is almost totally for the benefit of the developer, he will be expected to pay the major portion of the cost. There is, however, some benefit to existing traffic through improvement of the Macadam Avenue access to the area westerly of Macadam.

It is on this basis that I propose the City of Portland and the Highway Division both participate in the removal of the S.W. Mitchell Street signal and installation of a new signal at S.W. Boundary Street under the standard signal agreement. Our traffic people report that the Mitchell Street signal has little or no salvage value. The estimated cost is $33,000.

I would appreciate your early response in order that we may contract the work before the fall rains.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Enclosure
bc: F. B. Klaboe L. E. George R. N. Bothman
A. E. Johnson L. W. Rulien
Exhibit maps are in the Design Office.

Form E-49—30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Plan # 1 - Boundary St. Channelization
Lowell St. - City Limits Section
Canyon Highway - Mult. Co.

6/22/73 [illegible]

Item	Unit	Net	Allow	Total	Unit Price	Amount
Excavation	Cu. Yd.	450	90	540	5.00	$ 2700
Curb Removal	Lin. Ft.	820	160	980	1.00	980
Adjust Manholes	Ea.	4	1	5	150.00	750
Construct Catch Basins	"	4	1	5	225.00	1,125
8" Conc. Sewer Pipe	Lin. Ft.	80	15	95	4.00	380
Sidewalk & Driveway Removal	Sq. Yd.	655	130	785	3.00	2,355
Type "C" Conc. Curb	Lin. Ft	820	160	980	1.75	1,715
Construct Sidewalks	Cu. Yd.	26	6	32	56.00	1,792
Aggregate Base Material	T	170	35	205	8.00	1,640
Level Course	"	50	10	60	9.00	540
Class "B" A.C.	"	1,070	215	1,285	10.00	12,850
[illegible]	Sq. Yd	50	10	60	10.00	600
				Sub-total	$	27,500
				[illegible] 40% E. & C.		11,000
					$	
				Total [illegible]		38,500
				[illegible]	$	32,000
				Est. Job Total	$	70,500

[illegible] Adjustment of Utilities
[illegible] to be done
by [illegible]
[illegible] R.R. [illegible]

Form E-19—30M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Plan # 2 - Paving & Channelization
Lowell St - City Limits [illegible]
Cougar Highway - [illegible] Co.

6/22/73

Item	Unit	Net	Allow	Total	Unit Price	Amount
Excavation	Cu. Yd	900	180	1,080	5^{00}	# 5,400
Curb Removal	Lin. Ft.	1,290	260	1,550	1^{00}	1,550
Adjust Manholes	Ea.	8	2	10	150^{00}	1,500
Construct Cath. Basins	"	6	1	7	225^{00}	1,575
8" Conc. Sewer Pipe	Lin. Ft.	150	30	180	4^{00}	720
Sidewalk & Driveway Removal	Sq. Yd.	2,270	455	2,725	3^{00}	[illegible]
Type "C" Conc. Curb	Lin. Ft.	1,290	260	1,550	1^{75}	2,715
Construct Sidewalks	Cu. Yd.	40	10	50	56^{00}	2,800
Aggregate Base Course	T	560	110	670	8^{00}	5,360
Level Course	"	100	20	120	9^{00}	1,080
Class "B" A.C.	"	1,460	290	1,750	10^{00}	17,500
Drainage Excavation	C. Yd	65	[illegible]	90	10^{00}	900
			Sub-total			[illegible]
		Plus 33⅓% Eng C				19,000
			Total		#	70,000
			Total [illegible]			22,000
			[illegible]		#	[illegible]

[illegible] of utilities [illegible]
[illegible]

Form E-49—30M.

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Plan # 3 - [illegible] St. Channelization

[illegible]

Oswego Highway

1/22/73

Item		Unit	Net	[illegible]	Total	Unit Price	Amount
Excavation		Cu. Yd.	385	80	465	5^{00}	$2,325
Curb Removal		Lin. Ft.	600	120	720	1^{00}	720.
Adjust Manholes		Ea.	8	2	10	150^{00}	1,500.
Construct Catch Basins		"	8	2	10	225^{00}	2,250
8" Conc. Sewer Pipe		Lin. Ft.	260	50	310	4^{00}	1,240
[illegible]		Sq. Yd	600	120	720	3^{00}	2,160
Type "C" [illegible]		Lin Ft.	[illegible]	[illegible]	1,550	1^{75}	2,715
Construct Sidewalks		Cu. Yd	55	11	66	56^{00}	3,695
[illegible] Base Material		T	1,150	230	1,380	8^{00}	11,040
Level Course		"	445	90	[illegible]	[illegible]	4,815
Class "B" A.C.		"	1,600	[illegible]	1,900	10^{00}	19,000
Drainage Excavation		Cu. Yd	115	25	140	10^{00}	1,400
Construct Manholes		Ea.	1	.2	1.2	500^{00}	600
				Sub-total		$	53,500
			Plus 40% E. & C.				21,500
			Const. Total			$	75,000
			T[illegible]				12,000
						$	87,000.

① [illegible] ② [illegible]

[illegible]

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

RECEIVED
JUN 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE June 1, 1973

TO E. S. Hunter, Assistant State Highway Engineer

D N Stoudenmeyer

FROM D. N. Stoudenmeyer, Preliminary Design Supervisor

SUBJECT John's Landing Channelization
Lowell St.-Portland City Limits
Oswego Highway
Multnomah County

Attached are two possible channelization plans providing left turn refuges at the proposed John's Landing approach. You requested this as a temporary measure which could be constructed when the development required such service.

Plan 1 provides a 52' curbed section having 10' driving lanes and a 12' refuge lane. This plan utilizes the existing sidewalk on the west side. The estimated cost is $33,000 to construct plus $20,000 for a traffic signal.

Plan 2 provides a 62' curbed section having 12' driving lanes with a 12' refuge lane and a 1' curb offset on the outer lanes. A new sidewalk on the west side is necessary under this plan. The estimated cost is $93,000 to construct plus $20,000 for a traffic signal.

Both plans utilize the existing curb on the east side with all widening to the west. An asphaltic concrete overlay has been planned over the entire roadway. The existing traffic signal will be removed and a new one installed at the proposed location. The proposed signal does not include any cost for tying into the railroad facility. No right of way costs have been included as it is assumed John's Landing owns all the property and would provide this free of charge.

The Oswego Highway on either end of this proposal has four 10' lanes in a 40' curbed section which determined our choice of the minimum designs proposed.

DNS:jh
Attachment

1- What is the Mitchell St. signal arrangement
Installation, maintenance, power?

2- Any salvage to the Mitchell signal? $ Some

3- Any financial responsibility for City? None for Const.

4- Does City agreement apply to maint. & power? Yes if City agrees.

5- Johns Landing to get City approval

6- " " " " any P.U.C.

7- " " " move all utilities

8- Mitchell could be closed to left turns
and added storage provided on Macadam

John Stores

1980 S.W. Bancroft St. - 9183
Sellwood Br. Sec., Oswego Hwy.
(gr, pav, sign, ill, & sig) #1

C&A 5270 11 16 [illegible]
C&A 5627 4 - 1 [illegible]
C&A 5918 [illegible]
C&A 6735 [illegible]
C&A 7311 [illegible]
C&A 7316 1 - 1 - 50

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

SUND 6/22
SIPPRELL
EARLY
FRYER
PHOTO LAB.
N. Bothman

DATE June 20, 1973

TO R. L. SCHROEDER
Assistant State Highway Engineer

FROM R. N. BOTHMAN
Metropolitan Engineer

SUBJECT Macadam Boulevard
Corbett/Terwilliger Plan

Attached are interesting comments from a questionnaire relative to the Macadam Blvd. widening. Note Question #17 indicating favor to widening within the R/W. Also, seems there is demand for an improvement.

I would like a "go ahead" to start a Citizen Participation Program prior to further designing efforts on our part to follow-up the work done by the Planning Commission neighborhood group.

as per direction, this is on your list of assignments. Keep me posted

My initial step would be to obtain support for an improvement and determine what improvement would be satisfactory to those concerned, local government, business, industry, citizen groups, homeowners, etc. Step 1 would include an evaluation of this input and a commitment from local government to support the final project.

With the above support, Step 2 would include (1) assignment of a Project Director (State Employee HE 4), (2) initiation of an E.I.S., in this case a corridor-design report (assign an Environmental Section team), (3) concurrently commence with alternate designs by a Design team (Metro Design Unit), (4) establish a Citizen Contact Committee and a Local Government Contact Committee, (5) prepare a citizen participation program and/or citizen information service.

Step 3 would include the public hearing process, etc. Step 4 would include final design and construction.

rr

cc: D. R. Byard
H. S. Coulter
E. S. Hunter
G. L. Sund ✓

w/attachment

PORTLAND CITY PLANNING COMMISSION

Neil Goldschmidt *Mayor*

Hardy Myers Jr. *President*
Rowland S. Rosé *Vice President*
Peggy G. Eckton
Marjorie M. Gustafson
Herbert C. Hardy
George C. Sheldon
Ocie W. Trotter
William W. Wessinger

June 7, 1973

Mr. R. N. Bothman, Metropolitan Engineer
Oregon State Highway Division
Metropolitan Section
5821 NE Glisan
Portland, Oregon

Re: Macadam Boulevard, Corbett/Terwilliger Plan

Dear Bob:

Enclosed are the results of the interviews conducted with Macadam businessmen regarding their views of the possible expansion of Macadam Boulevard.

I think the questionnaire and report are self-explanatory, but if you have any questions or comments, please call.

Our Planning Committee should be completely organized by the middle of this month. At that time, a series of meetings will be held to establish priorities among the issues the Committee will discuss and to generally organize the work remaining to be accomplished. I expect that the Macadam issue will receive a high priority. As soon as the priorities are established, I will inform you of them so that we can schedule meetings with the Committee.

Sincerely,

Alan J. Fox
City Planner

METROPOLITAN ENGINEER
RECEIVED
JUN 8 1973

AF:st
cc: Alan Webber
Dick Wagner
Curtis Cutsforth
Resident Homeowners Representatives
Joe Griggs
Johns Landing
Chuck Olsen
T.V. Neely

424 S.W. Main Street Portland, Oregon 97204 Zoning/248-4250 Planning/248-4253

Urban Planning Term Project
Macadam Avenue Business Owners Survey
Group: Jerry Koike, Dan Potter, Mike Harvey, John Brosy
Submitted by John Brosy

The questionaire was devised jointly between our group and Alan Fox, the planner from the city designated to that area. The survey was constructed in January and questioning began in February, 1973. All in all, we surveyed 44 businesses, with 14 that should also have been included, but were not, for reasons of antagonistic feelings, inaccessability and the like. The most important exceptions to the 44 are B.P. John and Huntington Rubber. B.P. John refused to answer questions. They hire over 400 workers. Huntington is also a large employer, but the owner was inaccessable during the survey weeks.

The questionaire is no attempt at scientific survey accuracy, but we hope it will give some indication of owner sentiment towards future development along the street. We did have uniformity in questioning. We limited ourselves to the wording printed, and words of clarrification were also standard and agreed upon. We left our own personal biases out of the discussion until after the survey was completed.

Beside the knowledge we as students gained from the survey exercise, the results have gone to the planning committee (a combination of local groups concerned with future planning), and we acted as an information base beyond the planning commission mailings, and local news information. We showed them maps, renderings, gave out maps, and let them know how their cohorts were thinking along Macadam. Information will be taken from our relocation questions, and considered in urban renewal hearings for the Zidel and Schnitzer areas.

Results

#1. of the 44 interviewed businesses, 15 were engaged in Sales and service activities, 14 in Manufacturing, 9 in Wholesaling and 6 in contracting.

The sales and service group, on the surface, would seem easier to move, but establishing clientele in new locations is a hidden problem, especially when clientele is specialized, such as nearby businesses.*

#2. Employment figures

Total, businesses surveyed,	1116
Full time--------------------	1030
Part time--------------------	86
residing in census tract-----	52

The employees that both live and work in the Corbett/Terwilliger census tract were less than 5% of the total. This figure may differ with the inclusion of B.P. John and Huntington Rubber, but is a surprisingly low figure.

*Note: The easiest to move are in the Minority – Wholesaling and Contracting. Manufacturing is difficult to relocate because of costs of wiring, plumbing, and immobile machinery.

#4,5. Has your firm always been located at its present address? yes--9. no--35.

Average age of business location was 12 years, probably longer than the city average. 10 firms had located here longer than 20 years.

#6. Satisfied with present location?

yes--37. no--7

The yes answers were usually adamant. We gathered that Macadam is an ideal place for several kinds of industries, according to those industries.

#8, the relocation options question showed again the high satisfaction with Macadam Avenue as a business address; 17 stated they would just as soon relocate along the same street. 15 businesses would stay in the Portland Metropolitan area outside Macadam, including many who preferred the Tigard and Tualatin areas. 4 would move elsewhere in Oregon. None responding would move out of state. 4 would go out of business, due to the prohibitive economics of moving fixed machinery or the necessity of building an expensive new facility.

#9, Relocation difficulties.

16--Space requirements (size of lot replacement, cost of lot, cost of new construction, if necessary)

13--Product and fixture movement (i.e., machinery, electrical, plumbing, large inventory volume.

9--Comparable location (zoning, proximity, relative location, transportation)

5--Clientele
3--Parking
2--Rail

#10, Main uses of Macadam

28 responses - Product movement
23 responses - Employee Transportation
21 responses - Customer Transportation

Visibility is a big factor--facilitated by the large volume of traffic. Marine products, vacation homes, furniture, light fixture, gas station, restaurant, etc.

#11 Advantages, Macadam

21--Relative location (compared to markets, between Lake Oswego and Portland, centrality, close to downtown.

15--Accessability (ingress and egress ease, trucking facilities, good east-west access, good ramp accesses to I-5 freeway)

11--Advertising (high visibility, traffic flow and eyesight--curiosity catchers, and retail customer knowledge-familiarity.

6--Traffic Flow (good for some, esp. Lake Oswego traffic, related to drive-in business

6--Freight Delivery service (in central concentric free delivery zone, cheaper for trucking firms to make pick-ups and deliveries at one sweep at many locations on one street.

5--Spinoff business (advantage of being next to suppliers of business customers, or related field)

4--personal reasons, such as close to home, view, etc.

Disadvantages, #12,

23--traffic tie ups and congestion (Sellwood Bridge bottleneck, rush hour traffic)

2--speed of traffic

4--Pedestrian safety a disadvantage

5--Narrowness of street as a disadvantage

5--problems of dirt and noise.

#15, Favor Widening?

yes--32. no--12

(Most of these yes responses were a qualified "yes." depends on which property must be disturbed.

#17, Widening Proposals
(first choice response ranking)
21 voiced approval of A. Proposal 80'
3 favored the middle proposal
12 chose proposal C. 120'
6 voiced no preference.

Indicates an inclination not to be disturbed, and the minimum widening if any. Several respondents added that any widening plan would go for naught if the Sellwood Bridge bottleneck was not alleviated, at the same time.

#21,22 Railroad access and use.

Although it isn't a well known fact in the neighborhood, 11 establishments surveyed use the railroad siding.

3--daily
2--twice a week
1--twice a month
1--once a month
3--once every 2 to 3 months

18 actually have access to the rail siding.

Incidently, 10 of the 44 businessmen were active in the Corbett/Terwilliger neighborhood organizations. This is a rather high 22%.

of those who signified a knowledge of these organization activities, 17 said they were satisfied with their directions, 5 voiced disapproval.

9/5

P

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 12, 1973

TO The Files

FROM David G. Talbot
State Parks Superintendent

SUBJECT Johns Landing Project

On April 9 I received a call from Bill Cox and Pete Herman who were considering the Johns Landing proposal. They wanted to talk to us, particularly about the open space-park aspect, where Macadam Corporation would deed some of the river-front land for public park purposes in exchange for financial assistance from the city and state. Bill Cox indicated that the Land Board didn't want to get into recreation business and wanted to know what our thoughts would be. Pete Herman indicated that the Governor was very enthusiastic about the project.

On April 11, George Churchill briefed me on the project as he understood it. It appeared to me that it was not the type of thing that Highway-Parks would want to get involved in--moving a railroad, potential conflict with highway relocation and reconstruction, complicated agreements with the city and a private corporation, etc., etc. I called Glenn Jackson at Cox's request and he concurred in my view. I telephoned Bill Cox with this information on April 11.

DGT:dlj

cc: George Baldwin ✓
F. B. Klaboe
George Churchill

RECEIVED
APR 16 '73
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 3, 1973

TO E. S. Hunter
Assistant State Highway Engineer

FROM A. D. Olson
Preliminary Design Engineer

SUBJECT Public Use Easement
"Johns Landing" Project
(Macadam Avenue)
Oswego Highway
Multnomah County

A review has been made of the proposed agreement which was submitted to Mr. Baldwin on behalf of Mr. John Gray of Macadam Investors Oreg., Ltd. (by letter of March 12).

The agreement sets up a perpetual easement for public use along approximately 3,000 feet of river frontage and adjoining property. This would appear to be a minimum of 50 feet wide with local areas of 70 feet, 100 feet, 150 feet and 200 feet indicated on the exhibit. It is stated that the entire capitol cost of development will be by Macadam and those who will occupy the commerical and residential facilities. A total of 6.4 acres of easement is mentioned in the agreement.

Permitted activities - "The public shall have the right to use the Easement Property for the sole purpose of enjoying the amenity of the Willamette River. To this end, the public shall have the right, in designated areas, to fish from, walk and bicycle on the Easement Property.

"Subject to paragraph 9 below, the public and all other persons may exercise the foregoing enumerated rights only during hours established by Macadam with the consent of the City and State and posted in appropriate locations on the Easement Property by Macadam."

RECEIVED
[illegible]
ASSISTANT STATE HIGHWAY ENG.

NOTED
E. S. HUNTER

"Macadam shall have the right to promulgate, enforce, and require enforcement of reasonable regulations of activities on the Easement Property. Such regulations shall not become effective until approved by the City and the State but, when effective, shall apply equally to Macadam, all commercial and residential occupants of Johns Landing property and the public."

Points in question or for clarification would be (top of Page 4) that the City and State would agree to assist Macadam in obtaining railroad's agreement to relocate the railroad spur as indicated. This would appear to move the main line of the railroad over on to the Oswego Highway right of way where a railroad spur presently exists. This would presumably require a new connection of this spur to the main line 1,000 feet or more north of the Johns Landing property. What "assist" in obtaining the railroad's agreement to do this would consist of is not clear. I am sure that the railroad would expect to have acceptable trackage for a main line, as opposed to a spur, and have their own right of way. I am advised that there is little traffic on the railroad; one train in and out each day would be normal. Local reaction to moving up to 500 feet closer to the residential area may or may not be a concern.

In the initial studies of six lanes on Macadam it was thought that the spur (which is on highway right of way) was possibly to be abandoned which would have eased the right of way need. There do not appear to be any streets into the area at present; however, I presume some will be developed as part of the Johns Landing Project and their crossings of the railroad immediately adjacent to the highway would have some disadvantages.

On page 5 the cost of a survey of new lands formed by filling into the river and of the Easement shall be shared equally by the City, State and Macadam. The easement covers all of the new land formed as well as existing land.

On page 6 the State agrees to transfer title to the new land to Macadam.

On page 7 the City and State agree to jointly pay 50% of all maintenance costs on the Easement Property.

George Churchill is familiar with the agreement and I am advised that the State Land Board is studying it. Copies have been sent to Metro and Region 1 for their information.

The photogrammetric mapping should be completed this week and the final map drafting completed by the end of next week so that preliminary work can be started on the six lane design for this section of Macadam.

The original agreement and exhibit are attached.

ADO:jh
Attachment

March 27, 1973

Mr. John D. Gray, President
Carbarn, Inc.
5920 Southwest Macadam
Portland, Oregon 97201

Dear Mr. Gray:

Mr. Jackson's copy of your letter to Mr. Apperson has been referred to us for reply.

In regard to the traffic situation on [illegible] Avenue we will work with [illegible] existing signal location [illegible] also [illegible] future installation. [illegible] is also a state highway, any final [illegible] would normally be a joint effort between the City of [illegible] and the State Highway Division.

When the City wishes to proceed with an investigation in this matter, we will assist them whenever possible.

Very truly yours,

L. E. George
Assistant State Highway Engineer

cc Glenn L. Jackson
James Apperson
bc F. B. Klaboe
A. E. Johnson
L. E. George
H. S. Cox (w/att.)
L. W. Rulien (w/att.)

LEG:pb: ajw

RECEIVED
STATE HWY ENGR
MAR 19 '73
DEFER TO
FOR

Info	Inv. S	R/D	D/R	[illegible]	Act	File

March 14, 1973

Mr. James Apperson, City Engineer
City Hall
1220 S. W. 5th Avenue
Portland, Oregon 97204

Dear Mr. Apperson:

As has been announced in the local papers, the B. P. John Company plans to shut down a major part of its operation and move 75% of its employees to southern California. As soon as this move is completed, we at Johns Landing request that the traffic signal presently located at the entrance to the B. P. John Company be moved to the corner of Macadam Avenue and Boundary Street. This intersection will become the main crossing point for our "Water Tower" building, a 100,000 square foot collection of small shops and restaurants, and the rest of the Johns Landing project. We foresee a great deal of pedestrian and vehicular crossing to take place at this point.

In the months and years to come, we also foresee the need for three or four additional traffic signals on Macadam Avenue at various points. We would like to have our designers and planners work with your engineers on the best locations for these traffic signals.

Very truly yours,

MACADAM INVESTORS OREG., LTD.
By: Carbarn, Inc., General Partner

John D. Gray, President
Carbarn, Inc.

cc: Oregon State Highway Commission
Mr. Glen Jackson, Chairman

JDG:er

REFERRED
STATE HIGHWAY ENGINEER

George

-3

5920 Southwest Macadam Portland, Oregon 97201
Phone: (503) 246-8204

B.

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION 5821 N. E. GLISAN PORTLAND, OREGON

March 22, 1973

Mr. Alan J. Fox
Portland Planning Commission
424 S. W. Main Street
Portland, Oregon 97204

MACADAM BOULEVARD, CORBETT/TERWILLIGER PLAN

As I explained to you on the phone yesterday, the design phase for Macadam Avenue is only now in the talking stage. At such time as the design phase commences, that work will be assigned to the Metropolitan Section of the Highway Division here in Portland.

This work will be accomplished in the Metro Section under my direction by Ken Limbocker, Metropolitan Design Engineer, with some support from G. F. Bresnan, Metropolitan Locating Engineer. At such time as we commence work for an environmental impact statement, Bob Post, assigned to the metropolitan area from the Environmental Section, will be in charge of the field work for that phase.

I will keep in touch and advise you when the design work is assigned to the Metro Section and at that point plan to plug in your unofficial planning committee for the Corbett/Terwilliger area.

ORIGINAL SIGNED BY R.N. BOTHMAN

R. N. BOTHMAN
Metropolitan Engineer

RNB:cw
cc: Don Byard
Frank Hall

RECEIVED

R. Olson

91.83

PORTLAND CITY PLANNING COMMISSION

Neil Goldschmidt Mayor

Hardy Myers Jr President
Rowland S Rose Vice President
Peggy G Eckton
Marjorie M Gustafson
Herbert C. Hardy
George C. Sheldon
Ocie W Trotter
William W Wessinger
Marvin Witt Jr

March 16, 1973

To: All Concerned Citizens

Re: Corbett/Terwilliger Plan

Noted
GEORGE M. BALDWIN

Enclosed you will find three letters. The first two contain a description of concerns raised with the planning process. The third contains the current proposal for broadening representation in the planning process and an agenda for a meeting at which the proposal will be discussed.

Decisions regarding the future of the Corbett/Terwilliger area must be made so that its development will be orderly. Efforts have been made to involve you in those decisions; the meeting on March 28, 7:30 p.m., at Terwilliger School gives you another opportunity. Your attendance at that meeting will affect the organizational structure within which the planning process will proceed.

Both the Planning Commission and those citizens already involved are concerned that all interested persons and groups involve themselves in the planning process either directly or through representatives. No longer should people have their opinions given serious consideration at Planning Commission and City Council hearings unless they or their representatives have participated in the planning process.

Very truly yours,

Dale D. Cannady
Dale D. Cannady
Acting Planning Director

DC:st
cc: Planning Commission Members
City Council Members

RECEIVED

424 S.W. Main Street
Portland, Oregon 97204
248-4250

THIRD LETTER

REGARDING: Corbett/Terwilliger Plan

TO: All Concerned Citizens

FROM: Connie Veek
Acting Chairperson
Corbett/Terwilliger Land Use Coalition

During the past few weeks a Working Committee of the Land Use Task Force Coalition has been meeting with Dale Cannady and Alan Fox, of the Planning Commission staff. Attached are 2 letters that preceded those meetings which you should read carefully so that you fully understand the background for the committees recommendations.

A meeting will be held at Terwilliger School, 7:30 p.m., Wednesday, March 28, to discuss the recommendations of the Working Committee and to reach a decision on the planning process for Corbett/Terwilliger. It is vital that You attend this meeting.

Study the following recommendations and if you have further suggestions please come prepared to present them to the group for discussion and decision.

RECOMMENDATIONS:

I. The Working Committee identified interest groups in the planning area (census tract #59, broadly defined as Stadium Freeway on the North, Barbur Blvd. on the West, Willamette River on the East, and Sellwood Bridge on the South) as:
    Resident homeowners
    Tenants
    Businesses - now operating
    Absentee owners of residential property
    Absentee owners of business property
    Developers.
(Invitations for the March 28th meeting have been issued through the Newsletter and mailed to all business and property owners we have been able to identify at this time and to all those who have previously attended a land use meeting or workshop)

II. The Working Committee recommends a "Planning Committee" be formed of elected representatives from each interest group. They further recommend the following number of representatives for each group:
    (4) representatives - resident homeowners
    (4) representatives - tenants
    (3) representatives - businesses now operating
    (2) representatives - absentee owners of residential property
    (2) representatives - absentee owners of business property
    (1) representatives - developers
    16 total
    The suggested number for a quorum is 10.

III. The recommended functions of the interest groups are:
   A. Hold meeting to select representatives
   B. Schedule regular meetings
   C. Define process for advertizing meetings
   D. Become a resource to the planner
   E. Attend hearings of interest to the group (e.g.- zoning, traffic, etc.)

IV. The Recommended Function of the Planning Committee:
   A. Initiate the direction of the planning staff. These directions are subject to approval of the planning director.
   B. Obtain responses and views from constituents.
   C. Respond to design proposals by suggesting additional proposals if needed and, (2) stating the implications of each proposal, (3) suggesting additional proposals if needed and (4) resolve conflicts whenever possible.

If the Planning Committee and the Acting Director (an ex-officio member of the Committee) disagree on the work program for the planner, this matter may be appealed to the Planning Commission for resolution.

V. Role of the Representative:
   A. Have time to devote to the planning process.
   B. Keep their own interest groups informed.

The above are the Working Committees recommendations. I again encourage you to study the material and come prepared to endorse a course of ACTION for the planning process for your area.

SEE YOU THE 28TH!

Connie Veek

ary 6, 1973 Letter to Dale Cannady, Planning Commission

Mr. Dale Cannady, Acting Director
Portland City Planning Commission

Dear Mr. Cannady:

The purpose of this letter is to bring to your attention certain shortcomings of the current organization and staffing of the Lair Hill/Corbett-Terwilliger neighborhood planning project.

BACKGROUND: On April 13th a community meeting with city officials and other agency officials was held as a result of the combined efforts of the Land-Use Coalition composed of members of the Terwilliger Community League, the Hill Park Association, the Corbett-Terwilliger Neighborhood Council, William Wright & Associates, and Macadam Investors Oreg., Ltd.

City ordinance #134551 was passed by the Council on May 17, 1972 creating two positions (one a Senior Planner, one a City Planner) to undertake the planning of the Lair Hill/Corbett-Terwilliger neighborhood.

This led to the August meeting at which members of the various groups comprising the Coalition, Lloyd Keefe, and Earl Bradfish met with Alan Fox. Alan was subsequently hired by the Planning Commission as a city planner assigned full-time to the Lair Hill/Corbett-Terwilliger neighborhood.

At this August meeting, the relationship between the planner, the community, and the Planning Commission was defined as follows:

1) The planner was to be a resource person to community people concerned about the future of the neighborhood and interested/involved in the development of a comprehensive plan.

2) The Land-Use Coalition would be the primary group through which the planner would work.

3) The planner was not to be an advocate for either the community, the Planning Commission, or any one interest group within the neighborhood.

4) Outreach by the planner was assumed under an agreement to spend two mornings per week in the neighborhood.

5) Supportive staff from the Planning Commission would be at the planner's disposal (e.g., research, graphics, secretarial help, etc.).

This relationship has been in effect for approximately four months. We have been evaluating its effectiveness for the past six weeks to insure that the resources of the planner and the community are being most effectively utilized.

There are several factors which have contributed to the ineffectiveness of the existing arrangement:

A. Dependence on an all-volunteer organization to communicate with and organize all concerned parties. One of the assumptions of the dependence upon the Coalition was that it would serve as a common meeting ground. Despite several attempts (see attached), this expectation has not been realized due to the limited resources of an all-volunteer organization. (*E.g.*, a mailing to the entire community costs $96; a mailing to the membership of the four community organizations costs almost $50.)

B. Lack of voluntary cooperation from all concerned parties. Another assumption of the relationship between the planner, the neighborhood, and the Planning Commission and inherent in the concept of citizen participation in planning is the requirement of voluntary cooperation. This has not been forthcoming in some instances. With the present situation, the Land-Use Coalition cannot assume the responsibility for organizing all concerned parties. This will remain true as long as the Coalition has no power to compel cooperation and as long as separate interest groups have independent avenues open to them.

C. FAILURE OF THE PLANNING COMMISSION TO PROVIDE THE PROMISED STAFF AND SUPPORT TO THE COALITION. The task of preparing a plan for this neighborhood cannot be achieved in one year without a senior planner and the supportive staff time promised in the original commitment made by the City.

Considering all of the above, we must conclude that the loosely defined relationship between the planner and this community has been ineffective. We are therefore making three recommendations, any one of which, if implemented, would improve the situation:

1) Planner works with the Coalition only.

   a) The Planning Commission gives the Coalition the authority to secure cooperation of all concerned groups in the neighborhood - OR - the Planning Commission takes the authority to secure cooperation of all concerned groups in the neighborhood within the Coalition.

   With either of the above, everyone (tenants, resident landowners, absentee landowners, developers, commercial/business/industrial interests) is notified that their participation in the Coalition is mandatory if their interests are to be considered at the time of hearings on the comprehensive plan. During the planning process, the Planning Commission staff refers all interested parties to the Coalition. Examples of the effectiveness of this process are the Hansen law office developers and the John's Landing staff.

   b) At the time of hearings, the Coalition presents all positions (minority, majority reports, etc.) to the Planning Commission and later to the City Council.

OR: 2) Planner works with designated groups.

a) Planning Commission defines groups: Coalition/Others.

b) Planner's time apportioned among the groups.

Questions to be considered if this recommendation is accepted:

(1) What criteria will be used for defining interest groups?
(2) How and by whom will the apportionment of the planner's time be decided?

OR: 3) Planner works with an Advisory Committee.

a) Planning Commission recognizes interest groups in the neighborhood.

b) City Council appoints Advisory Board representatives from lists of people submitted by each recognized group.

c) The Advisory Committee is charged with presenting a comprehensive plan to the city council; planner (planning staff) is responsible to the Advisory Committee.

Any one of these alternate reorganizations would help to prevent separate special interest groups from bypassing the Coalition as a step in the planning process.

We must remind you of the initial commitment made to this neighborhood by the City last April. A senior planner has yet to be assigned. The supportive staff time is lacking. Our time is running out.

We are requesting a decision upon a more formalized structure for the Lair Hill/Corbett-Terwilliger planning project within the next ten days. We therefore suggest a meeting with you within the next four days.

Sincerely,

SIGNED BY:

Darl E. Adami
Corbett-Terwilliger Neighborhood Council
Representative

Hill Park Association Representative

Dale R. Meyers
Terwilliger Community League

William Wright
William Wright & Associates

John Storrs
Macadam Investors Oreg., Ltd.

20 February 1973 -- LETTER IN RESPONSE FROM DALE CANNADY

TO: Darl E. Adami, Corbett-Terwilliger Neighborhood
Council Representative

Hill Park Association Representative

D. F. Meyers, Terwilliger Community League

William Wright, William Wright and & Associates

John Storrs, Macadam Investors Oreg., Ltd.

Gentlemen:

In response to your letter of February 6, 1973 (received February 14th), I accept your evaluation that the resources of our staff planner and the community itself are not being effectively utilized in the present arrangement for planning in Lair Hill/Corbett-Terwilliger.

As you know, a proposal for District Planning Organizations has been submitted to the Planning Commission and City Council for adoption. This proposal would encourage planning on a district level with planning staff and district organizations working closely together. Undoubtedly volunteer assistance also will be needed because it is unlikely that sufficient staff will be available to do all the work required in effective comprehensive district planning.

While efforts to involve volunteers are not always effective, I am confident that they can be a useful resource with a specific work program. Therefore, I urge that you continue to look to the use of volunteers as well as involvement of neighborhood groups in the planning process.

Past planning efforts in neighborhoods have shown that it is essential that all segments of a neighborhood be involved in planning. That is, as your letter points out, difficult to accomplish but it is vital to effective comprehensive planning.

With these thoughts in mind, I favor the third of your alternate recommendations - "Planner Works with Advisory Committee" - as the most effective means of correcting the present planning situation in the Lair Hill/Corbett-Terwilliger Neighborhood.

I would also recommend that you agree to the Planning Commission Chairman appointing the members of such Advisory Committee, utilizing the following steps:

1. Planning Commission Staff compiles list of all significant socio-economic interest groups in the planning area: (e.g., resident homeowners and tenants, business entrepreneurs, owners of leased or rented property, etc.)
2. List of interest groups is submitted to segments of the community for additions or clarifications.
3. List is submitted to Planning Commission for recognition of groups.
4. Planning Commission Chairman sends letters to all groups in the community to inform them of the planning process underway and to give them two weeks to meet and select names of possible representatives for submission to him.
5. The Planning Commission Chairman appoints to the Advisory Committee two persons from each list submitted.
6. The Planning Commission Chairman appoints the Planning Commission Staff Director (until a DPO Senior Planner is employed) as an ex-officio member of the Advisory Committee.

I further recommend that if a recognized interest group chooses not to participate in the Advisory Committee and the planning process they should be advised by the Planning Commission Chairman in writing, with copies to all members of the Planning Commission and City Council, that their group cannot expect to have their views seriously considered at the time of hearings on the comprehensive plan.

It is my opinion that the duties of the Advisory Committee should be:

1. to work with the staff planner to prepare a specific step-by-step work program that will lead to completion of alternative plans for physical improvement of the

neighborhood. (My recommendation to the Advisory Committee would be to emphasize design efforts in the planning process and to use research as needed to support or verify alternative design plans).

2. to meet bi-weekly to guide the staff planner's activities and to review the results of the process.

3. to work with their respective groups to utilize volunteers when possible and to involve people in the planning process to the extent possible.

4. to present a comprehensive plan (Or alternative plan as deemed necessary by the Committee) to the Planning Commission and City Council for final plan adoption.

As to hiring additional staff, namely the Senior Planner noted in Ordinance No. 134551, this position cannot be filled at this time because of a shortage of funds. Management of the Planning Commission office has been under the impression, since the August 1972 meeting referred to in your letter, that the community was satisfied with the staff planner hired then. Operating on that premise, available funds have been utilized in comprehensive planning tasks such as housing planning and district planning organizations task force reports which will benefit your area as well as others in the City.

In reporting the above, however, I wish to note that stenographic assistance and, to the extent possible, drafting and research help have been available to Mr. Fox, the staff Planner, and necessary supportive staff will continue to be available to Mr. Fox to carry out a specific design-oriented work program. Also, in the future, every effort will be made to provide more close supervision of Mr. Fox's efforts.

Finally, I would like to meet with you at a time and place of your choosing, to discuss the above recommendations and to cooperate with you in reaching a decision on a more formalized structure for the Lair Hill/Corbett Terwilliger planning process. Therefore, I would appreciate a telephone call from your representative so that a meeting can be arranged.

Very truly yours,

Dale D. Cannady
Acting Planning Director

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
LAW OFFICES
TWENTY-THIRD FLOOR 900 SW FIFTH AVENUE
PORTLAND, OREGON 97204

TELEPHONE (503) 224-3380
CABLE ADDRESS: HARTPORT

CHARLES A. HART
DAVID L. DAVIES
HUGH L. BIGGS
MANLEY B. STRAYER
THOMAS B. STOEL
PAUL L. BOLEY
FREDERICK H. TORP
JAMES P. ROGERS
RICHARD DEVERS
GEORGE H. FRASER
WILLIAM W. WYSE
JOHN R. HAY
CLEVELAND C. CORY
CLARENCE R. WICKS
ROBERT H. HUNTINGTON
DAVID G. HAYHURST
THOMAS P. DEERING
CAMPBELL RICHARDSON
MILO E. ORMSETH
CHARLES J. McMURCHIE
GARRY R. BULLARD
ROBERT L. RIDGLEY
RICHARD A. FRANZKE
EDWARD L. EPSTEIN
BRIAN G. BOOTH
WILLIAM M. McALLISTER
BARNES H. ELLIS
HOWARD M. FEUERSTEIN
PHILLIP D. CHADSEY

JOHN E. HUISMAN
BERTRAND J. CLOSE
VELMA JEREMIAH

KENNETH D. STEPHENS
DAVID P. MILLER
TERRENCE R. PANCOAST
HARRY S. CHANDLER
JIM D. KORSHOJ
HENRY H. HEWITT
WALTER C. MINNICK
JERE M. WEBB
RONALD S. GROSSMANN
RICHARD E. ROY
JEFFREY MICHAEL ALDEN
MILTON R. STEWART
CHARLES F. HINKLE
K. PATRICK NEILL
ROBERT S. QUINNEY
JOY D. ABELE
DONALD J. BOYD
WILLIAM G. MIGELY
GREGORY J. HOWE
JOHN M. SCHWEITZER
WILLIAM F. MARTSON, JR.
MICHAEL M. MORGAN
RICHARD M. BOTTERI

March 12, 1973

RECEIVED
STATE HWY ENGR
MAR 13 '73
REFER TO
FOR
Info Answer R/D D/R Sign Act File

Mr. George Baldwin
Administrator of Highways
State Highway Division
138 State Highway Building
Center & Capital Streets
Salem, Oregon 97310

Dear Mr. Baldwin:

Re: Johns Landing Waterfront Easement

On behalf of Mr. John Gray of Macadam Investors Oreg. Ltd., we have prepared the enclosed form of Agreement with respect to certain Willamette River waterfront land which is part of the Johns Landing project in Portland, Oregon. When adopted, this Agreement will establish a perpetual easement for the benefit of the public and will create certain obligations between Macadam, the City of Portland and the State.

We are now formally submitting the Agreement to the Portland Planning Commission and the Division of State Lands as preliminary steps toward securing the approval of the City and the State. We are sending the enclosed copy of the Agreement to you at this time so that you may, if you wish, familiarize yourself with its basic features.

We invite you to examine the Agreement and if you have any questions or wish to make any comments about this Agreement, please feel free to contact Macadam Investors, Ltd. or this office at your convenience.

Very truly yours,

Gregory J Howe

Gregory J. Howe
for
DAVIES, BIGGS, STRAYER, STOEL AND BOLEY

Enclosure

RECEIVED
MAR 13 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

C PY NUMBER 35

AGREEMENT

DATED , 1973.

BETWEEN MACADAM INVESTORS OREG., LTD., an Oregon limited partnership, whose address is Johns Landing, 5920 S.W. Macadam, Portland, Oregon 97201 hereinafter referred to as "Macadam";

AND CAPITAL INVESTMENT COMPANY, whose address is 4522 S.W. Water Avenue Portland, Oregon 97201 hereinafter referred to as "Capital";

AND CITY OF PORTLAND, acting by and through the City Council, whose address is 1220 S.W. Fifth, Portland, Oregon 97204, hereinafter referred to as the "City";

AND STATE OF OREGON, acting by and through the State Land Board, whose address is 502 Winter N.E., Salem, Oregon 97301, hereinafter referred to as the "State."

WITNESSETH:

Macadam is the owner in fee simple absolute of certain real property and lessee with an option to purchase of certain other real property in the City of Portland, Oregon and Capital is the owner in fee simple of the property leased to Macadam, all of which is commonly known and hereinafter referred to as "Johns Landing property" more particularly described on Exhibit A attached hereto. A sketch of the Johns Landing property is attached hereto as Exhibit B.

Macadam desires to develop on Johns Landing property a variety of commercial and residential facilities of high quality especially designed to incorporate the amenity of the Willamette River. The City and the State desire to preserve portions of the Willamette River waterfront for the benefit of the general public. Accordingly, Macadam's development is planned in such a way as to enhance and preserve a portion of the Willamette River waterfront for the benefit of (a) those who will occupy the commercial and residential facilities, (b) those who work and reside in the nearby surrounding area, and (c) the general public.

The unique feature of Macadam's development of the Johns Landing property is that although it is proposed that the entire capital cost of the development will be borne by Macadam and those who will occupy the commercial and residential facilities on Johns Landing property, those who work and reside in the nearby surrounding area and the general public will secure a substantial permanent benefit from the development as provided hereunder.

Macadam estimates that the capital cost of rehabilitating approximately 4400 feet of the Willamette River waterfront will be approximately $1,000,000, excluding the cost of acquiring the land and the cost of structural improvements. Macadam proposes to grant to the public for the purposes described below a perpetual easement over approximately 6.4 acres of this waterfront land. Macadam further estimates that after rehabilitation the entire cost of the land over which an easement is granted to the public hereunder would be approximately $1,400,000.

NOW THEREFORE, in order to establish certain rights of the public to use a portion of the Willamette River waterfront, Macadam, Capital, the City and the State agree as follows:

1. Easement and Easement Property. Macadam and Capital hereby grant to the public a perpetual easement, hereinafter referred to as the "Easement," for the purposes and on the terms and conditions set out below with respect to certain property hereinafter referred to as the "Easement Property." The location of the Easement Property will be approximately as depicted by the diagonally and cross-diagonally lined areas on Exhibit B.

2. Marine Structure and Moorage Facilities.

(a) In approximately the location marked A on Exhibit B, Macadam may erect a Marine Structure, a portion of which may be on the Easement Property and pilings of which may be in part on the Easement Property and in part on submerged land of the Willamette River owned by the State. Although Macadam intends to devote this structure primarily to commercial use, Macadam and Capital hereby grant to the public an easement on the terms and conditions hereunder over certain portions of the structure which shall be more particularly described in accordance with paragraph 5 below.

(b) In approximately the locations marked B, C and D on Exhibit B, Macadam may install commercial Moorage Facilities. Since ramps to these facilities may in part rest on the Easement Property, Macadam shall have the right of access across the Easement Property to the Moorage Facilities. Macadam does not intend to dedicate these facilities to public use.

3. Use by the Public. The public shall have the following enumerated rights in the Easement Property and no others:

(a) Ingress and egress. The public shall have the right of ingress to and egress from the Easement Property from three (3) locations to be designated by Macadam with the consent of the City and the State in approximately those locations marked E, F, and G on Exhibit B.

Although in order to exercise its right of access to and egress from the Easement Property at the locations marked E, F and G, the public will have to cross Southern Pacific Railroad property, the City and the State agree that Macadam will not be required to obtain from the Southern Pacific Railroad any rights for the public to cross the Railroad's property. The City and the State also agree to assist Macadam in obtaining the Railroad's agreement to relocate the railroad spur to the approximate location marked H on Exhibit B and the City and the State agree to bear the cost of any surety bonding or liability insurance in connection with any public easement over the Railroad's property. In addition, in the event that an easement over Willamette River waterfront land abutting the northerly boundary of the Easement Property is in the future together with rights of ingress thereto and egress therefrom granted to the public substantially as provided hereunder, Macadam may eliminate the public's right of ingress to and egress from the Easement Property in the location marked G on Exhibit B. The City and the State further agree that Macadam will not be required to provide free parking for users of the Easement Property.

(b) Water access. The public shall have the right of access to the Easement Property from the Willamette River at the location marked A on Exhibit B and at any other locations designated by Macadam with the consent of the City and the State.

(c) Permitted activities. The public shall have the right to use the Easement Property for the sole purpose of enjoying the amenity of the Willamette River. To this end, the public shall have the right, in designated areas, to fish from, walk and bicycle on the Easement Property.

Subject to paragraph 9 below, the public and all other persons may exercise the foregoing enumerated rights only during hours established by Macadam with the consent of the City and State and posted in appropriate locations on the Easement Property by Macadam.

4. Use by Macadam. Macadam and all commercial and residential occupants of the Johns Landing property shall have the right to use the Easement Property for all purposes not inconsistent with the exercise by the public of the rights granted by Macadam in paragraph 3 above; provided, however, that no commercial activities except those on the Marine Structure and the Moorage Facilities shall be conducted on the Easement Property.

5. Survey.

(a) Since portions of the Easement Property will be new lands created by land fills made by Macadam and the Marine Structure has not been erected, an accurate survey of the Easement Property and a plan of the Marine Structure as built are not presently available. Accordingly, the parties hereto agree that upon completion of the land fills and the erection of the Marine Structure, a surveyor appointed by Macadam with the consent of the City and the State, whose fees shall be shared equally by Macadam, the City and the State, shall make a survey of the new lands and the Easement Property, including, as part of the Easement Property, the portions of the Marine Structure over which an easement is granted to the public hereunder. The survey of all of the new lands and Easement Property will be completed and Macadam will record complete descriptions of the new lands and Easement Property on or before January 1, 1980. The locations marked A, B, C, D, E, F, G and H on Exhibit B shall be accurately described by the survey and shall also be made part of the supplement recorded by Macadam.

(b) Macadam may complete land fills, landscaping and other work on some portions of the Easement Property prior to completing work on other portions. Accordingly, at

Macadam's option, Macadam may have portions of the Easement Property surveyed at different times provided only that the survey of the entire Easement Property is completed on or before January 1, 1980. Upon completion of these surveys of portions of the Easement Property Macadam will record as supplements to this Agreement instruments setting forth the descriptions of the surveyed portions of new lands and Easement Property.

6. Improvements. Macadam shall erect no structure of any type on the Easement Property other than the Marine Structure and the Moorage Facilities described in paragraph 2 above without the consent of the City and the State.

7. Consideration. In light of the substantial costs Macadam expects to incur in rehabilitation of the Willamette River waterfront property and in consideration of the agreements of Macadam hereunder, the City and State agree as follows:

(a) The State agrees to transfer by deed to Macadam within ninety (90) days of Macadam's recording of a supplement hereto the fee simple title to the surveyed new lands created by Macadam as a consequence of certain land fills by Macadam in the approximate location of the area depicted by cross-diagonal lines on Exhibit B.

(b) The State further agrees to enter, within ninety (90) days of Macadam's recording of a supplement hereto, into a ninety-nine (99) year lease of the submerged land underlying the Marine Structure and Moorage Facilities, if any, for a consideration of One Dollar ($1.00) per year.

(c) The City and State further agree that the public shall have no other rights than those enumerated in paragraph 3 above with respect to the Easement Property.

8. Maintenance.

(a) Maintenance costs are defined as all direct costs as determined in accordance with generally accepted accounting procedures plus an additional amount of twenty percent (20%) of such direct costs as overhead attributable to such direct costs.

(b) Commencing the effective date hereunder, Macadam will perform or will cause to have performed all maintenance on the Easement Property and Macadam will bear fifty percent (50%) of the costs of such maintenance and the City and State will jointly bear fifty percent (50%) of such costs. Macadam will bill the City and the State for their share of maintenance expenses each January 1 and July 1 and the City and the State agree promptly upon receipt of the bill to pay their share of said expenses. In this connection, Macadam agrees that at the request of the City and the State, Macadam not more frequently than once each calendar year will provide audited reports of the maintenance costs as prepared by certified public accountants in accordance with generally accepted accounting procedures.

(c) Maintenance costs shall, without limitation, include costs incurred for landscape maintenance, watering, lighting, public utilities, trash and garbage collection, repairs of paved surfaces, slope protection and reconstruction, replacement and repairs of other landscape or park structures, including benches, and other items such as fishing piers, observation areas and all other public facilities on the Easement Property. Maintenance costs shall also include any ad valorem taxes levied against the Easement Property and any private security guard expenses incurred by Macadam with respect to the Easement Property.

(d) With respect to the Easement Property, Macadam, the City and the State agree to share equally the cost of any surety bonding or liability insurance deemed necessary by Macadam, the City and the State and the costs of any and all legal expenses incurred by Macadam in the course of any suit or action and any appeal therefrom in which Macadam is a party defendant provided that the City and the State shall not share the costs of any suit or action brought by Macadam or against Macadam, its agents or employees with respect to any tortious act or omission by Macadam, its agents or employees or any act or omission by Macadam, its agents or employees which is prohibited by law.

9. Regulations. Macadam, the City and the State acknowledge that imaginative use of the Easement Property and reasonable access thereto in ways which will accommodate the rights of the parties hereto will require a mechanism by which future uses of the Easement Property may be adjusted. Accordingly, Macadam shall have the right to promulgate, enforce, and require enforcement of reasonable regulations of activities on the Easement Property. Such regulations shall not become effective until approved by the City and the State but, when effective, shall apply equally to Macadam, all commercial and residential occupants of Johns Landing property and the public.

10. Effective Date. The rights of the public hereunder shall become effective no later than upon the delivery of the deed and the lease referred to in paragraph 7 (a) and (b). Rights of the public hereunder in portions of the Easement Property shall become effective upon recordation of surveys of portions of the Easement Property and the issuance by the State of deeds to any new lands encompassed by such surveys.

11. Amendment or Repeal of this Agreement. This Agreement shall be amended or repealed only by the recording of an instrument in the deed records in Multnomah County, Oregon setting

forth the terms of the amendment or the provision providing for repeal, executed by the following:

(a) Macadam;

(b) The then owner of the fee simple of the Easement Property;

(c) The City;

(d) The State.

12. Successor Interests. This Agreement shall be binding upon and inure to the benefit of the respective successors and assigns of the parties hereto.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day first above written.

THE STATE OF OREGON

____
Governor of Oregon

____
Secretary of State

____
State Treasurer

MACADAM INVESTORS OREG., LTD.
GENERAL PARTNER: CARBARN, INC.

By__________________________
President

CAPITAL INVESTMENT COMPANY

By__________________________
President

THE CITY OF PORTLAND

____

____

____

STATE OF OREGON)
) ss.
County of Multnomah)

On this day of , 19 , personally appeared before me , who, being duly sworn, did say that he is the President of CARBARN, INC., an Oregon corporation which is the general partner of MACADAM INVESTORS OREG., Ltd., a limited partnership, and acknowledged the foregoing instrument to be the free and voluntary act and deed of said partnership.

Notary Public for Oregon
My commission expires:

STATE OF OREGON)
) ss.
County of Multnomah)

On this day of , 19 , personally appeared , who, being duly sworn, did say that he is the President of CAPITAL INVESTMENT COMPANY, and that said instrument was signed on behalf of said corporation by authority of its board of directors; and he acknowledged said instrument to be its voluntary act and deed.

Before me:

Notary Public for Oregon
My commission expires:

STATE OF OREGON)
) ss.
County of Multnomah)

On this day of , 19 , personally appeared , who, being duly sworn, did say that he is the Governor of the State of Oregon, and that said instrument was signed on behalf of said State by authority vested in him; and he acknowledged said instrument to be its voluntary act and deed.

Before me:

Notary Public for Oregon
My commission expires:

STATE OF OREGON)
) ss.
County of Multnomah)

On this day of , 19 , personally appeared , who, being duly sworn, did say that he is the Secretary of the State of Oregon, and that said instrument was signed on behalf of said State by authority vested in him; and he acknowledged said instrument to be its voluntary act and deed.

Before me:

Notary Public for Oregon
My commission expires:

STATE OF OREGON)
) ss.
County of Multnomah)

On this day of , 19 , personally appeared , who, being duly sworn, did say that he is the Treasurer of the State of Oregon, and that said instrument was signed on behalf of said State by authority vested in him; and he acknowledged said instrument to be its voluntary act and deed.

Before me:

Notary Public for Oregon
My commission expires:

STATE OF OREGON)
) ss.
County of Multnomah)

On this day of , 19 , personally appeared , who, being duly sworn, did say that he is for the City of Portland, and that said instrument was signed on behalf of said City by authority vested in him; and he acknowledged said instrument to be its voluntary act and deed.

Before me:

Notary Public for Oregon
My commission expires:

STATE OF OREGON)
) ss.
County of Multnomah)

On this day of , 19 , personally appeared , who, being duly sworn, did say that he is for the City of Portland, and that said instrument was signed on behalf of said City by authority vested in him; and he acknowledged said instrument to be its voluntary act and deed.

Before me:

Notary Public for Oregon
My commission expires:

EXHIBIT A

JOHNS LANDING

SUMMARY OF PROPERTIES

PURCHASED PROPERTIES

COMMON NAME	LEGAL DESCRIPTION
BYE ENGRAVING	
Bye	Lot 4, Block 5, TERWILLIGER HOMESTEAD, City of Portland, County of Multnomah, State of Oregon
Corkum	Lot 2, Block 5, TERWILLIGER HOMESTEAD, City of Portland, State of Oregon
Costello	Lot 1, Block 5, TERWILLIGER HOMESTEAD, City of Portland, State of Oregon
Mohr	Lot 3, Block 5, TERWILLIGER HOMESTEAD, City of Portland, State of Oregon
DRAIN	Lot 3, Block 1, BINGHAM ADDITION, City of Portland, County of Multnomah, State of Oregon
FAY/WEISGERBER	Lots 15, 16, 17 and 18, Block 7, SOUTHERN PORTLAND, in the City of Portland, County of Multnomah and State of Oregon; EXCEPTING therefrom the Westerly 10 feet of Lots 16 and 18, taken for the widening of S. W. Macadam Avenue, said Westerly 10 feet being described as that portion of said lots lying Westerly of a line drawn parallel with and 40 feet Easterly of, when measured at right angles to, the center line of S. W. Macadam Avenue; and FURTHER EXCEPTING therefrom those portions of Lots 15 and 17 conveyed to the State of Oregon by deed recorded May 26, 1941, in Book 609 page 434, Deed Records, said last excepted portion being described as follows: Beginning at the Northeast corner of Lot 17, Block 7, SOUTHERN PORTLAND; thence West along the North line of said Lot 60 feet; thence Southeasterly to a point on the South line of said Lot which is 34 feet West of the Southeast corner of said Lot 17 when measured along the South line of said Lot; thence Southeasterly to a point on the South line of Lot 15 which is 17 feet West of the Southeast corner of said Lot 15 when measured along the South line of said Lot; thence East along the South line of said lot to the Southeast corner thereof; thence Northerly along the East line of Lots 15 and 17 to the place of beginning.

FIRST NATIONAL BANK SITE (Doss)	All of Lot 4, Block 4, GREEN'S ADDITION to the City of Portland, County of Multnomah, State of Oregon
HANCHETT	Lots 1, 2, 12, 13 and 14, Block 5, GREEN'S ADDITION to the City of Portland, County of Multnomah, State of Oregon
INDUSTRIAL IRON	Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16, Block 1, and Lots 1, 2 and 24, Block 7, SOUTHPORT, in the City of Portland, County of Multnomah, State of Oregon
B. P. JOHN	The following described real property situated in Section 15, Township 1 South, Range 1 East of the Willamette Meridian, in the City of Portland, County of Multnomah and State of Oregon Beginning at the intersection of the Easterly line of S. W. Macadam Avenue and the South line of that tract conveyed to J. S. Keller and Phil Wyman, by deed recorded April 20, 1871 in Book "N" page 364, Deed Records, said point of beginning being the Southwest corner of Parcel II described in that deed to B. P. John Furniture Corporation recorded October 1, 1953 in Book 1624 page 197, Deed Records; thence Northerly along the Easterly line of S. W. Macadam Avenue 483.54 feet to the Southwest corner of a 25 foot wide strip conveyed to the City of Portland for street purposes by deed recorded January 16, 1942 in Book 658 page 515, Deed Records; thence East 115.8 feet; thence North 25 feet; thence West 124 feet to the Easterly line of S. W. Macadam Avenue; thence Northerly along said Easterly line 206.06 feet to the Southwest corner of the tract conveyed to Rudgear-Merle Company by deed recorded January 23, 1909 in Book 438 page 443, Deed Records; thence East 150 feet to the Southeast corner of said Rudgear-Merle tract; thence North 60 feet to the Northeast corner thereof, being the most Northerly Northwest corner of Parcel I described in that deed to B. P. John Furniture Corporation recorded October 1, 1953 in Book 1624 page 197, Deed Records; thence East along the North line of said Parcel I, 585.39 feet, more or less, to the low water line on the West bank of the Willamette River; thence Southerly along said low water

B. P. JOHN
(Continued)

line 759.44 feet, more or less, to the Southeast corner of that tract conveyed to J. S. Keller and Phil Wyman by deed recorded April 20, 1871 in Book "N" page 364, Deed Records; thence North 89° 30' West along the South line of said Keller and Wyman tract 93.87 feet, more or less, to the Northeast corner of Parcel III described in that deed to B. P. John Furniture Corporation recorded October 1, 1953 in Book 1624 page 197, Deed Records; thence South 0° 30' West 59 feet; thence North 89° 30' West 161.5 feet; thence North 0° 30' East 59 feet to the South line of said Keller and Wyman tract; thence North 89° 30' West 315 feet to the point of beginning, EXCEPTING THEREFROM that portion conveyed for railway purposes to the Portland & Willamette Valley Railway Co., now Southern Pacific Company; and SUBJECT TO liens, encumbrances and easements of record, BUT EXCLUDING any title to or interest in any trade fixtures, machinery, equipment, tools, or other personal property in, on or about the above described real property belonging to Consolidated Foods Corporation and used by it in its manufacturing operations.

LEACH

PARCEL I: Tax Lot 10 (Assessor's Map 1938), Section 15, Township 1 South, Range 1 East of Willamette Meridian, County of Multnomah, State of Oregon, more particularly described as follows: Beginning at the point of intersection of the South line of that certain tract conveyed to Walter Moffett by deed dated January 28 1863 and recorded in Book "D", page 191 of Record of Deeds for Multnomah County, Oregon, with the Easterly line of S. W. Macadam Avenue in Section 15, Township 1 South, Range 1 East, Willamette Meridian, in the City of Portland, Oregon, from which point a one-inch iron pipe driven in the ground bears East 0.90 feet distant; running thence from said beginning point Northeasterly on the Easterly line of S. W. Macadam Avenue 162.30 feet more or less to a point in the straight extension of the Southerly line of that certain tract conveyed to John Kiernan by deed dated January 17, 1875 and recorded in Book 28, Page 499 of Record of Deeds for Multnomah County, Oregon; thence South 75°30' East on the said extension and Southerly line of Kiernan tract 546.38 feet to a point due East of the point of beginning;

LEACH (Continued)

thence West 616.22 feet to the point of beginning, excepting the Southern Pacific Railroad Co.'s right-of-way, and containing 94/100 of an acre, not including said right-of-way, together with all riparian rights (if any) appurtenant thereto.

PARCEL II: All that portion of Tax Lot 39 (Assessor's Map 1938) lying East of Southern Pacific Railroad right-of-way in Section 15, Township 1 South, Range 1 East of Willamette Meridian, more particularly described as follows: Beginning at the point of intersection of the Easterly right-of-way line of the Southern Pacific Company with the South line of that certain tract of land conveyed by Terwilliger Land Company to South Portland Improvement Company, by deed recorded in Book 376 Page 236, Deed Records of Multnomah County, Oregon; thence East on the South line of said tract conveyed by said deed in Book 376 Page 236, 190 feet, more or less, to the Willamette River; thence Northerly along the said Willamette River, 612.70 feet, more or less to the North line of said tract conveyed by said deed in Book 376 Page 236; thence West along said North line to the Easterly right-of-way line of the Southern Pacific Company; thence southerly tracing the Easterly right-of-way line of the Southern Pacific Company, 613 feet, more or less, to the place of beginning;

SUBJECT TO: the rights and interests of the Federal and State Governments and the Public in the property in any way affected by the Willamette River; and

ALSO SUBJECT TO: an easement granted to the Sunset Fuel Company on the 4th day of November, 1957 and a slope easement granted to the Southern Pacific Company, a corporation of the State of Delaware, on April 12, 1961.

NEBRASKA STREET HOUSE

Lots 13 and 15, Block 22, SOUTHERN PORTLAND, in the City of Portland, County of Multnomah, State of Oregon.

PORTLAND CONCRETE

Tract "A": A tract of land in Section 15, Township 1 South, Range 1 East of the Willamette Meridian, in the City of Portland, County of Multnomah, and State of Oregon, described as follows: Beginning at the Southeast corner of Lot 6, Block 5, Green's Addition to Portland, on the North line of S. W. Pendleton Street; running thence North 15° West along the interior boundary of said Block 5, a distance of 180.78 feet to the interior corner of Lot 9, in said Block 5; thence East along the South line of Lots 9 and 5 in said Block 5, a distance of 188.52 feet to the Westerly line of S. W. Macadam Avenue; thence Southerly along said Westerly line 178.68 feet to the North line of S. W. Pendleton Street; thence West 191.48 feet to the point of beginning.

Tract "B": Lots 3, 4, 5, 6, 7, 8, 9, 10, and 11, Block 5, Green's Addition to Portland, in the City of Portland, County of Multnomah, and State of Oregon, EXCEPT those portions of said Lots 3, 4, and 5 taken for the widening of S. W. Macadam Avenue.

PORTLAND FURNITURE

Following described property situated in Multnomah County, Oregon.

Beginning at a point driven in the ground in the East line of Corbett Street, now S. W. Corbett Street, in the City of Portland, 101.46 feet South of the intersection of the East line of said Corbett Street, now S. W. Corbett Street, with the South line of Boundary Avenue, now S. W. Boundary Avenue, said point of beginning, being in the North boundary line of a tract of land containing 15.51 acres set off to John E. Bingham, as Trustee, by a decree entered in the Circuit Court of the United States for the District of Oregon, on January 22, 1896 in a cause in said Court brought by Clarinda Green Smith, John E. Bingham, Trustee, et al, against T. M. Richardson, Guardian et al for the partition of real property; thence running Southerly along the East line of said Corbett Street, now S. W. Corbett Street, 166.59 feet; thence Easterly and parallel with the South line of Boundary Avenue, now S. W. Boundary Avenue, 454.83 feet to an iron pipe in the West line of Macadam Road, now S. W. Macadam Road, as now

PORTLAND FURNITURE
(Continued)

laid out; thence Northwesterly along the West line of said Macadam Road, now S. W. Macadam Road, 179.12 feet to a point in the North boundary line of said 15.51 acre tract of land; thence Westerly 388.24 feet to the place of beginning. (Tax lot 24)

Tax Lot 23 in Section 15, Township 1 South, Range 1 East, Willamette Meridian, described as: Beginning at a point on the east line of S. W. Corbett Avenue, as now laid out, 268.05 feet south of the intersection of the east line of said S. W. Corbett Avenue with the south line of S. W. Boundary Street, as now laid out in the said city, said beginning point being the southwest corner of the tract of land heretofore deeded to Fred Jenning and recorded at page 82 of Volume 399 of the Records of Deeds in the office of the County Clerk of said county and state; thence easterly and tracing the south line of said Fred Jenning Tract, parallel with the south line of the said S. W. Boundary Street, 454.88 feet to an iron pipe in the west line of the S. W. Macadam Avenue, as now laid out in said county and state; thence southeasterly tracing the west line of said S. W. Macadam Avenue, 156.05 feet to a point, the said point being on the south line of the 15.51 acre tract set off to John E. Bingham, Trustee, in and by a certain decree of the Circuit Court of the United States in and for the District of Oregon, in a certain partition suit, wherein Clarinda Green Smith and John E. Bingham, Trustees, et al., were plaintiffs, and T. M. Richardson, guardian, et al., were defendants, said decree forming a part of Judgment Roll No. 2145, Register No. 2136 of the Records of said Court, entered therein on the 22nd day of January 1896, reference to which is hereby made; thence westerly and tracing the south boundary of said Bingham Tract, the same being parallel to the south line of the James and Philinda Terwilliger Donation Land Claim, 512.93 feet, more or less, to a point on the east line of said S. W. Corbett Avenue; thence north tracing the east line of said S. W. Corbett Avenue, 145.13 feet, to the place of beginning.

PORTLAND FURNITURE
(BARREL LUNCH PARKING)

Lot 2, Block 1, Bingham Addition to the City of Portland, Multnomah County, State of Oregon.

SWEENEY STREET	The East one-half of Lots 9 and 10, Block 7, SWEENEY ADDITION TO THE CITY OF PORTLAND, in the City of Portland, County of Multnomah and State of Oregon
DR. TAYLOR'S WAREHOUSES	
Artcraft	60 x 200' warehouse building (12,000 square feet) on Lots 9 and 10, Block 7, SOUTH PORTLAND ADDITION, further identified as the premises at 6348 S. W. Macadam, in the City of Portland, County of Multnomah, State of Oregon
Brown	Lots 11 and 12, Block 7, Southern Portland Addition, City of Portland, County of Multnomah, State of Oregon
Pre-Kote	Lots 13 and 14, Block 7, Southern Portland Addition, City of Portland, County of Multnomah, State of Oregon
Weiss	Lots 7 and 8, Block 7, Southern Portland Addition, City of Portland, County of Multnomah, State of Oregon
WINDSOR DOOR	The following described real property, together with all buildings thereon. Section 15, Township 1 South, Range 1 East of the Willamette Meridian, in the City of Portland, County of Multnomah and State of Oregon, to-wit: Beginning in the Easterly line of S. W. Macadam Avenue at the Southerly line, extended Westerly, of a tract conveyed to Ira Goodnough, by deed recorded October 18, 1870 in Deed Book "L", page 710; thence Northerly along said Easterly line of S. W. Macadam Avenue, 106 feet to the Northerly line, extended Westerly of a tract conveyed to Mathias Koshland, by deed recorded January 15, 1885 in Deed Book 77, page 302; thence South 75° 15' East along said line, 6.87 chains to low water line of the Willamette River; thence Southerly along said low water line, 155 feet to the Southeast corner of a strip of land conveyed by John Kiernan and wife, to Charles Dietl, by deed recorded December 12, 1876 in Deed Book 30, page 211; thence North

WINDSOR DOOR
(Continued)

75° 30' West along the Southerly line of said strip, 8.15 chains to the Easterly line of S. W. Macadam Avenue; thence Northerly along said Easterly line 53 feet to the point of beginning; also identified as 4728 S. W. Macadam Avenue, excepting 12180 square feet of floor space thereof now being rented to Acme Door Company.

LEASED PROPERTIES

JONES LUMBER
(CAPITAL INVESTMENT)

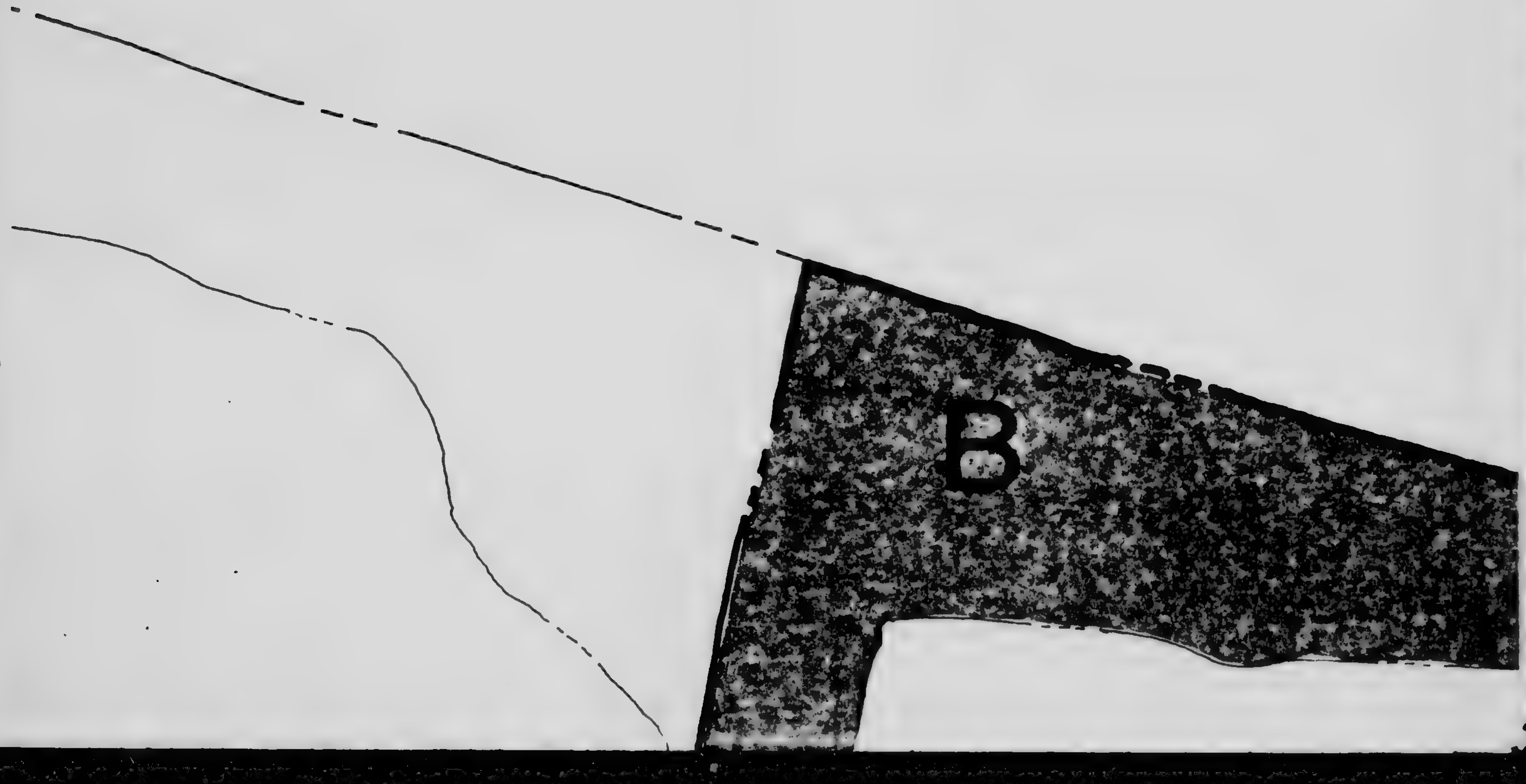
The following-described real property located in the City of Portland, County of Multnomah and State of Oregon:

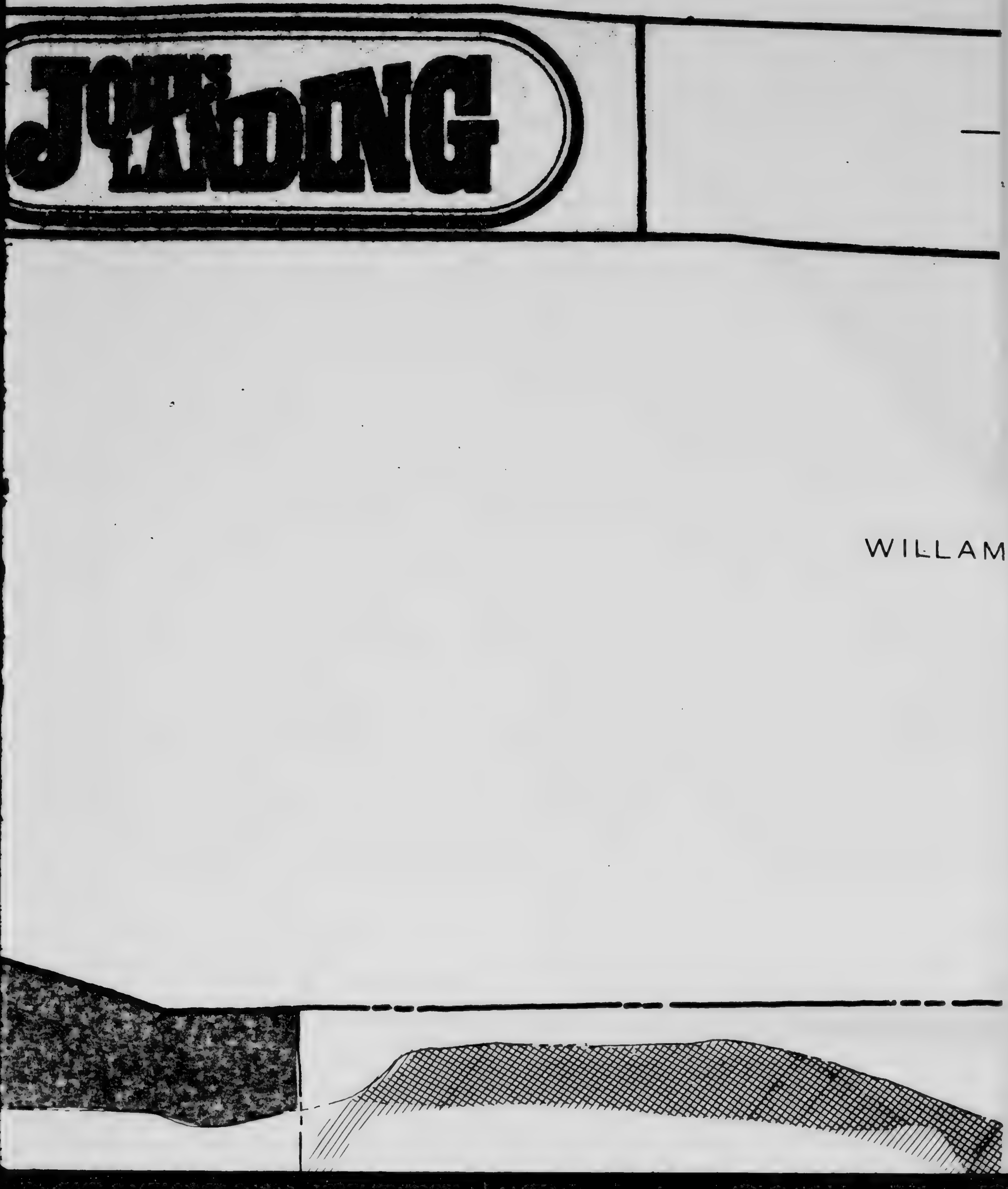
Parcel I: River Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10, and the north 23 feet of River Lot 11, Southern Portland.

Parcel II: The following-described real property situate in Section 15, Township 1 South, Range 1 East of the Willamette Meridian:

Beginning at the intersection of the north line of Block 8, Southern Portland, and the easterly line of S. W. Macadam Avenue; thence northerly along the easterly line of S. W. Macadam Avenue 1860 feet, more or less, to the south line of that tract conveyed to J. S. Keller and Phil Wyman by deed recorded April 20, 1871 in book "N", page 364, deed records; thence south 89°30' east along said south line 315 feet to the northwest corner of parcel III described in that deed to B. P. John Furniture Corporation, recorded October 1, 1953 in book 1624, page 197, deed records; thence south 0°30' west 59 feet; thence south 89°30' east 161.5 feet; thence north 0°30' east 59 feet to the south line of said Keller and Wyman tract; thence south 89°30' east along said south line 93.87 feet, more or less, to the low water line on the west bank of the Willamette River; thence southerly along said low water line 1805 feet, more or less, to the northeast corner of River Lot 1, Southern Portland; thence west 400.26 feet to the point of beginning; excepting therefrom that portion conveyed for railway

JONES LUMBER (CAPITAL INVESTMENT) (Continued)	purposes to the Portland and Willamette Valley Railway Co., now Southern Pacific Company, and further excepting the following-described tract: Beginning at the intersection of the north line of Block 8, Southern Portland, with the east line of S. W. Macadam Avenue; thence north 12°45'30" west along said east line a distance of 298.86 feet to a point; thence north 77°11'30" east a distance of 210.14 feet to a point on the west line of the Southern Pacific Railroad; thence south 12°18' east along said west line a distance of 348.24 feet to a point on the north line of Southern Portland; thence north 89°22'30" west along said north line a distance of 213.63 feet to the point of beginning. Parcel III: Lots 1, 2, 3, 5, 6 and 7, Block 4, Green's Addition, excepting the portion of said Block 4 taken for the widening of S. W. Macadam Avenue.
MIESEN/SUNSET FUEL	All the following described real property situated in the County of Multnomah and State of Oregon, to-wit: Beginning at the intersection of the East line of S. W. Macadam Avenue with the North line of the tract of land described in Book 376, page 236, of Deed Records, of Multnomah County, from which an old iron pipe set to mark the said North line bears East 1 foot and from which an old iron pipe marking curve point on the East side of S. W. Macadam Avenue bears North 31° 24' East 82.06 feet from said beginning point; running East 486.71 feet to a point in the Westerly line of the right of way of Southern Pacific Railway Company; thence South 9° 50 1/2' West along said right of way line 304.48 feet; thence West parallel to first described course and 300 feet distant therefrom measured at right angles 549.36 feet to a point in the East line of S. W. Macadam Avenue; thence Northerly along East line of S. W. Macadam Avenue 322.31 feet to point of beginning following the arc of a curve to the right having a radius of 1106.28 feet, and chord North 20° 55 1/2' East 321.18 feet.

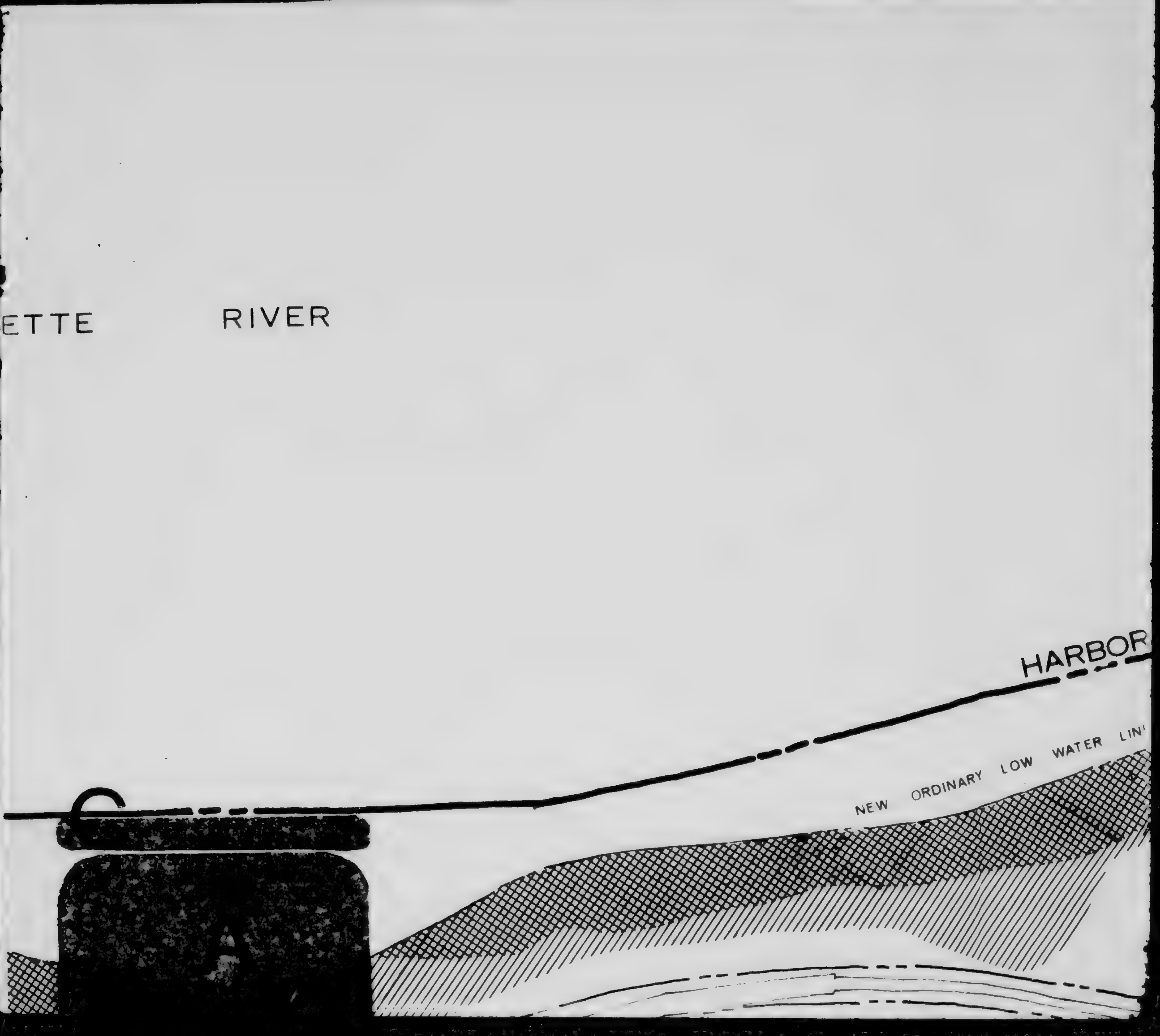

B


JONES LANDING
WILLAM

WATERFRONT EASEMENT DRAWIN

EXHIBIT B

JANUARY 9. 1972


ETTE RIVER
HARBOR
NEW ORDINARY LOW WATER LIN

NT DRAWING

1972 SCALE 0 100 ft

▨

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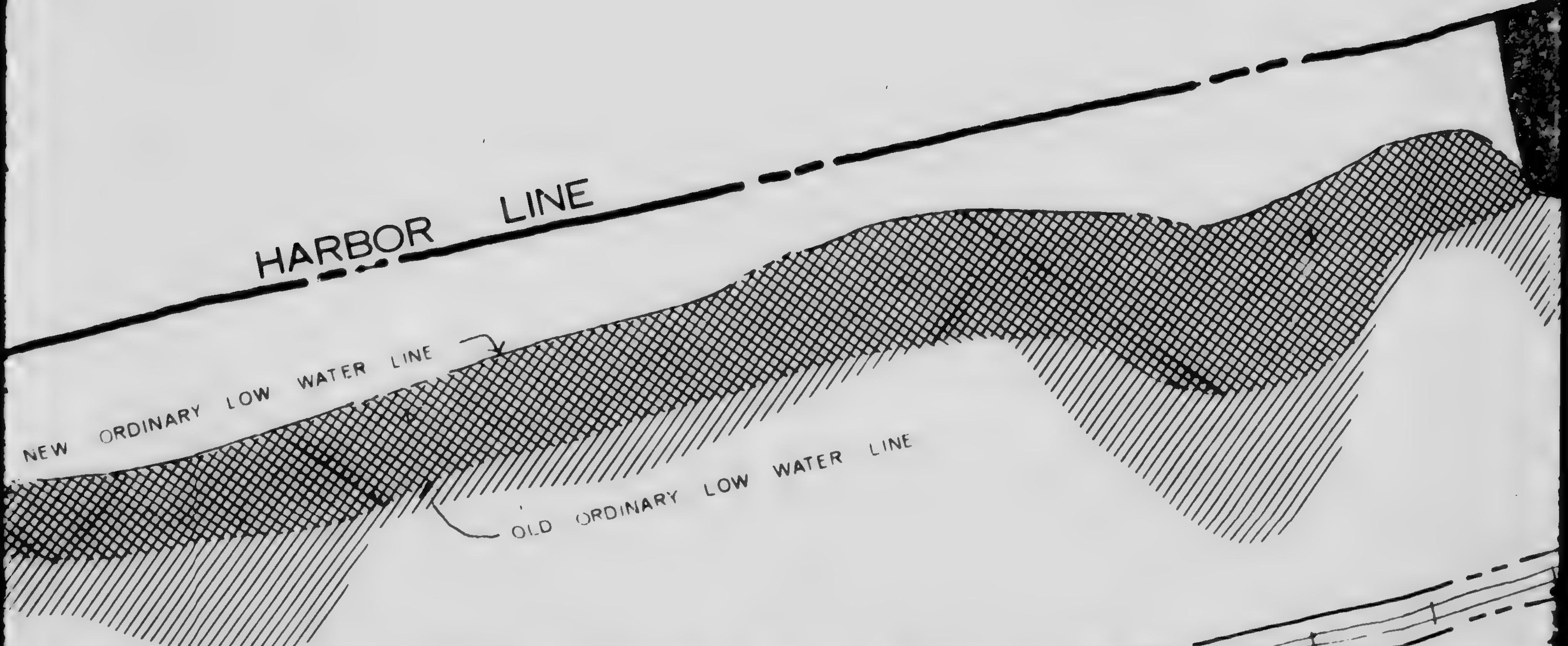
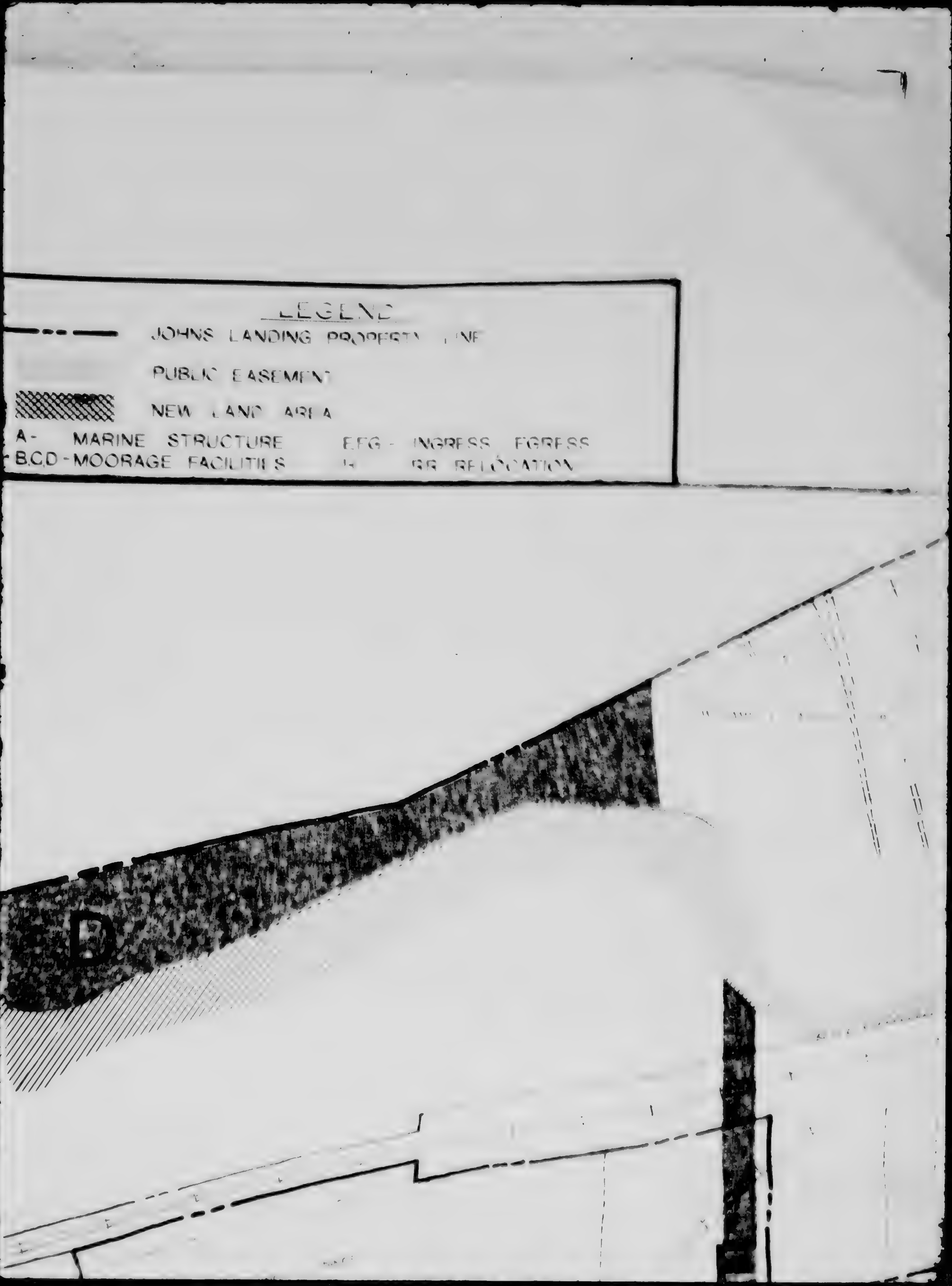
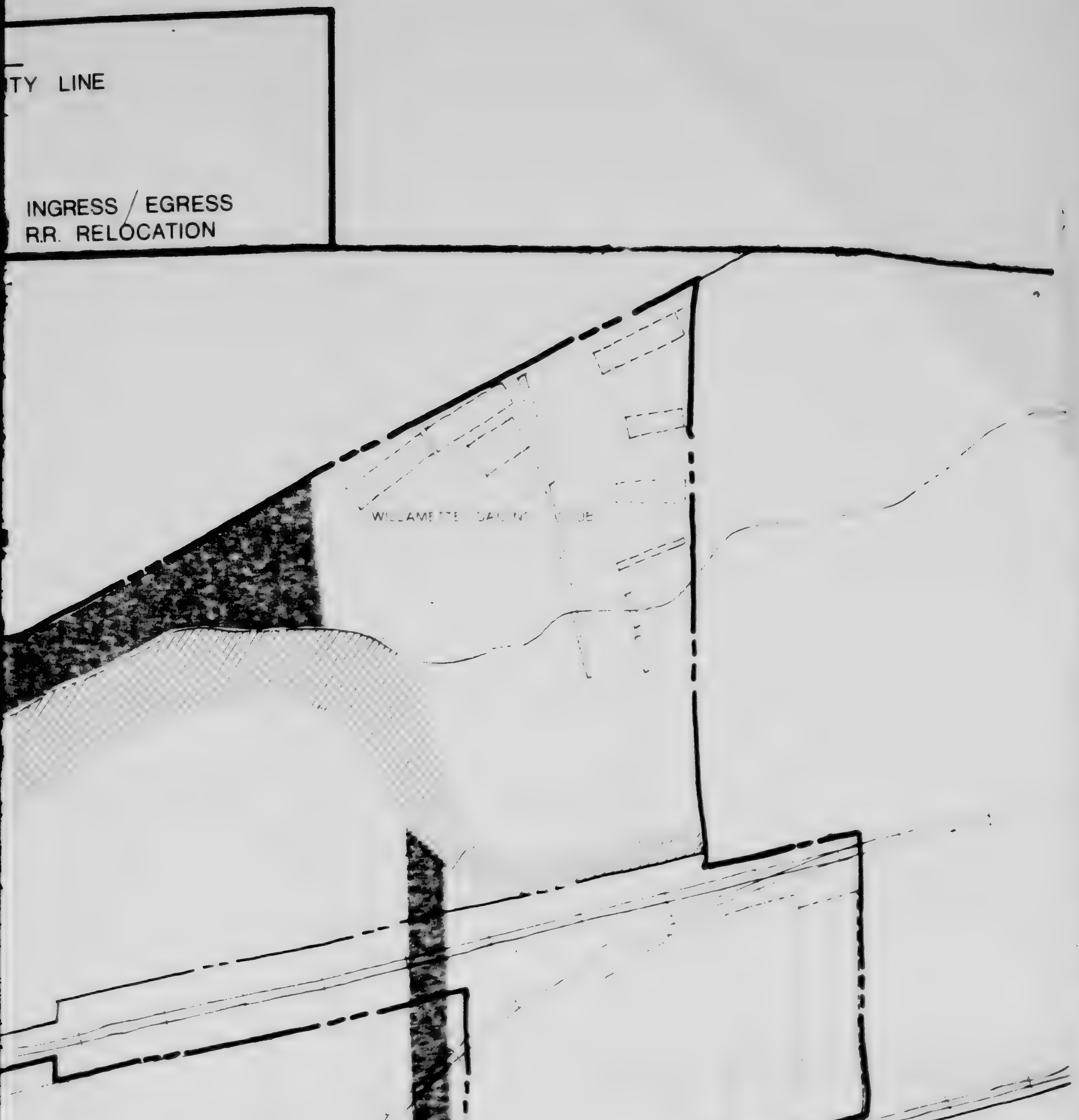
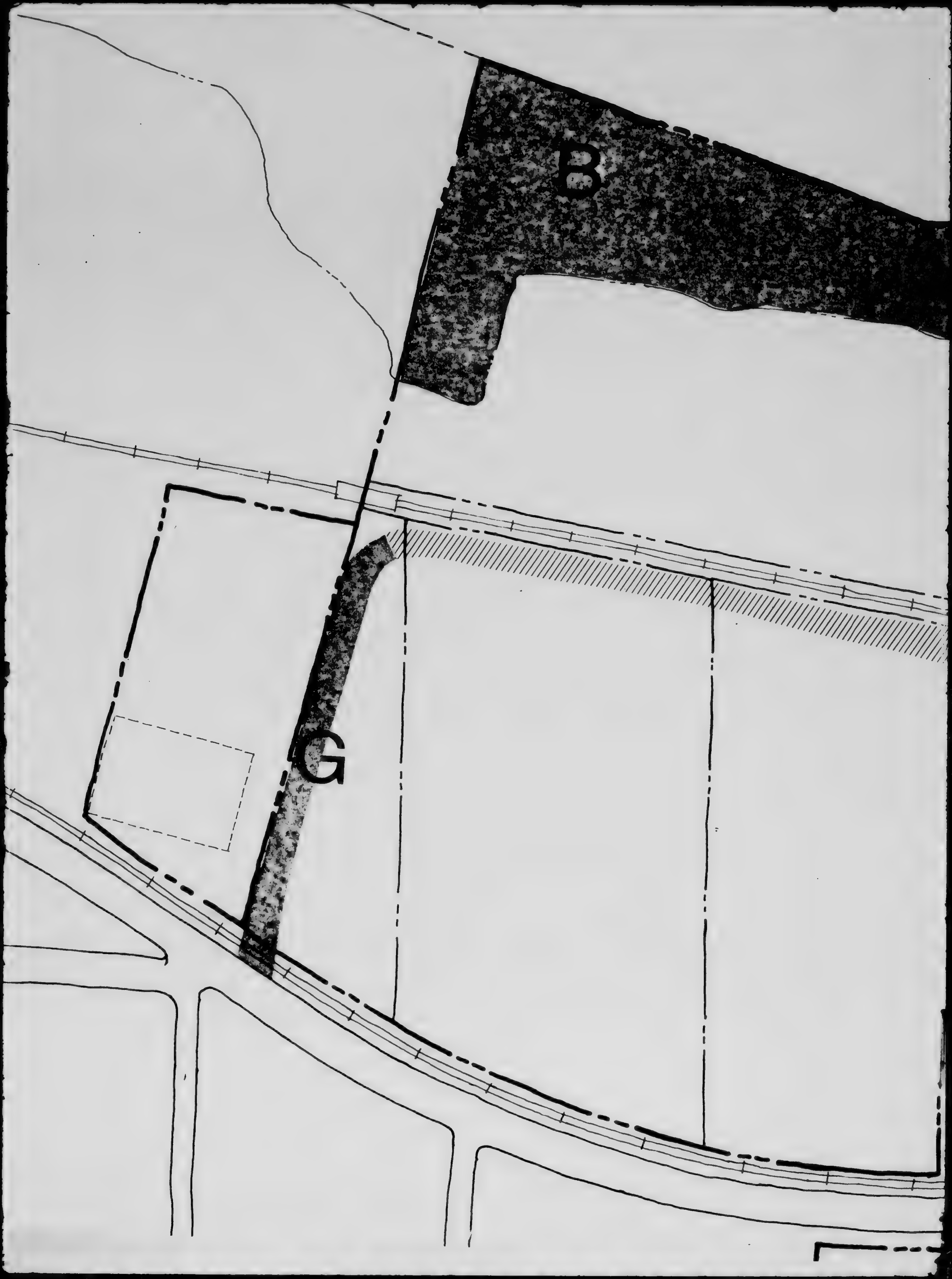
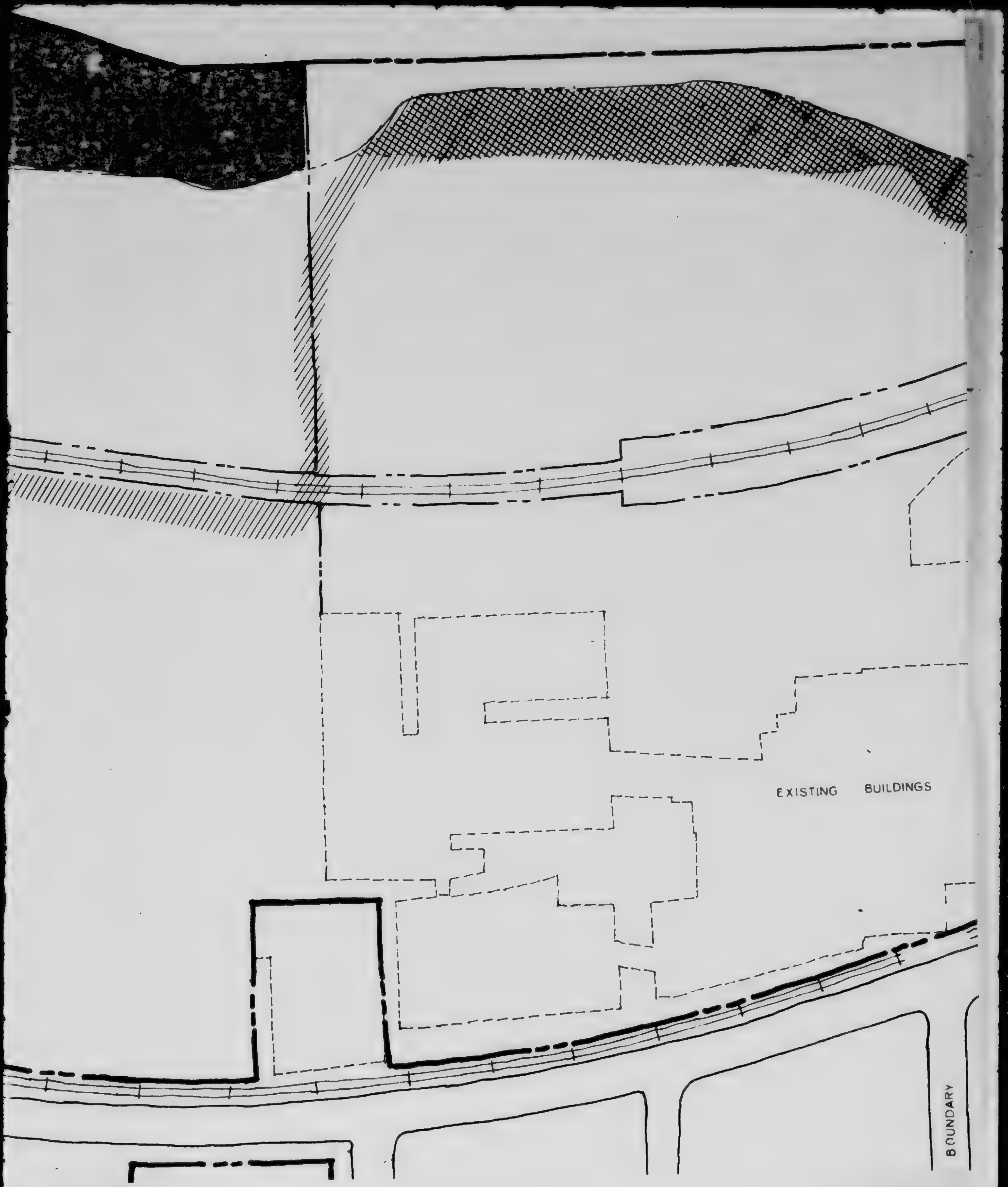
A -
B,C

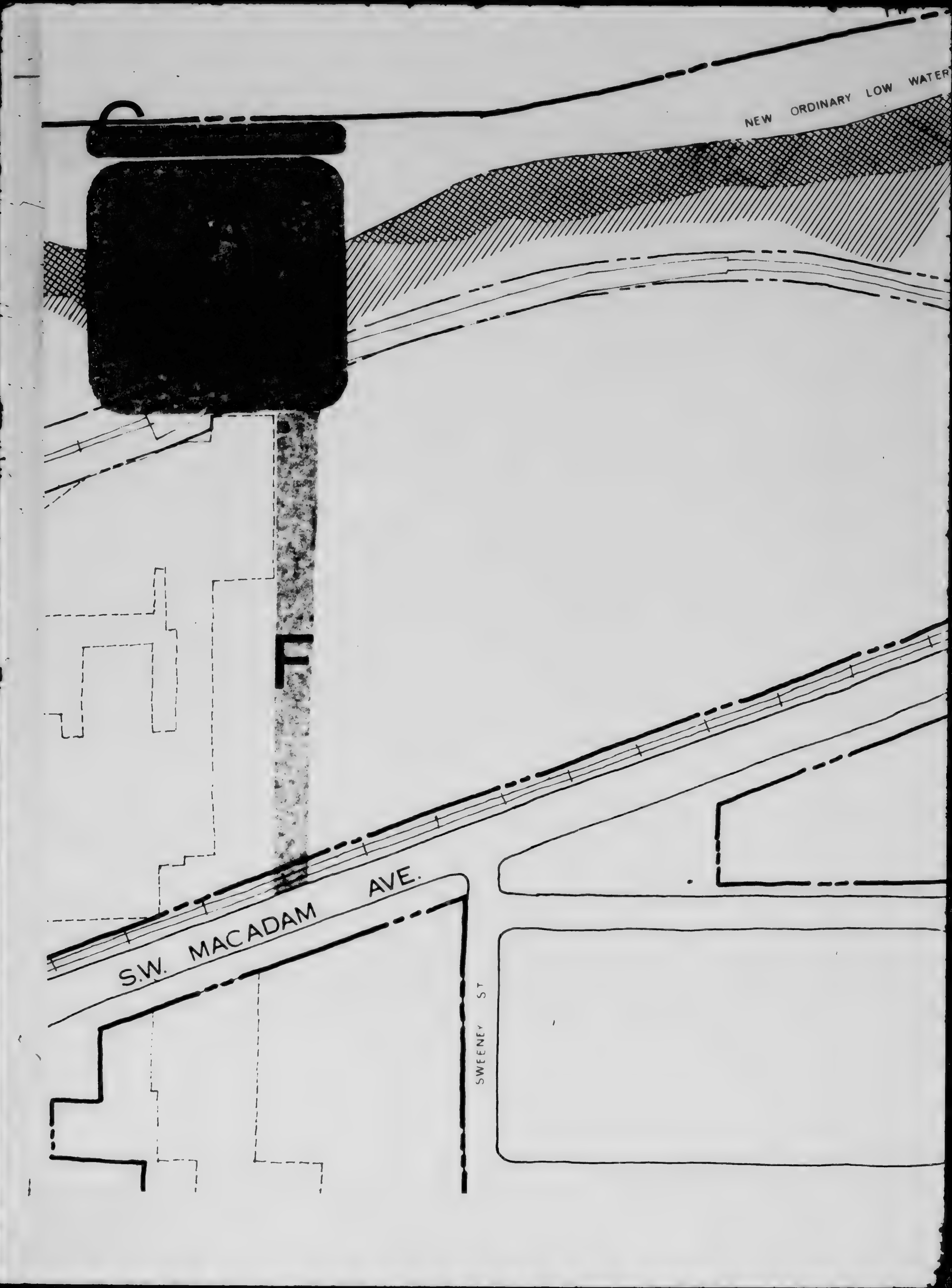

HARBOR LINE
NEW ORDINARY LOW WATER LINE
OLD ORDINARY LOW WATER LINE

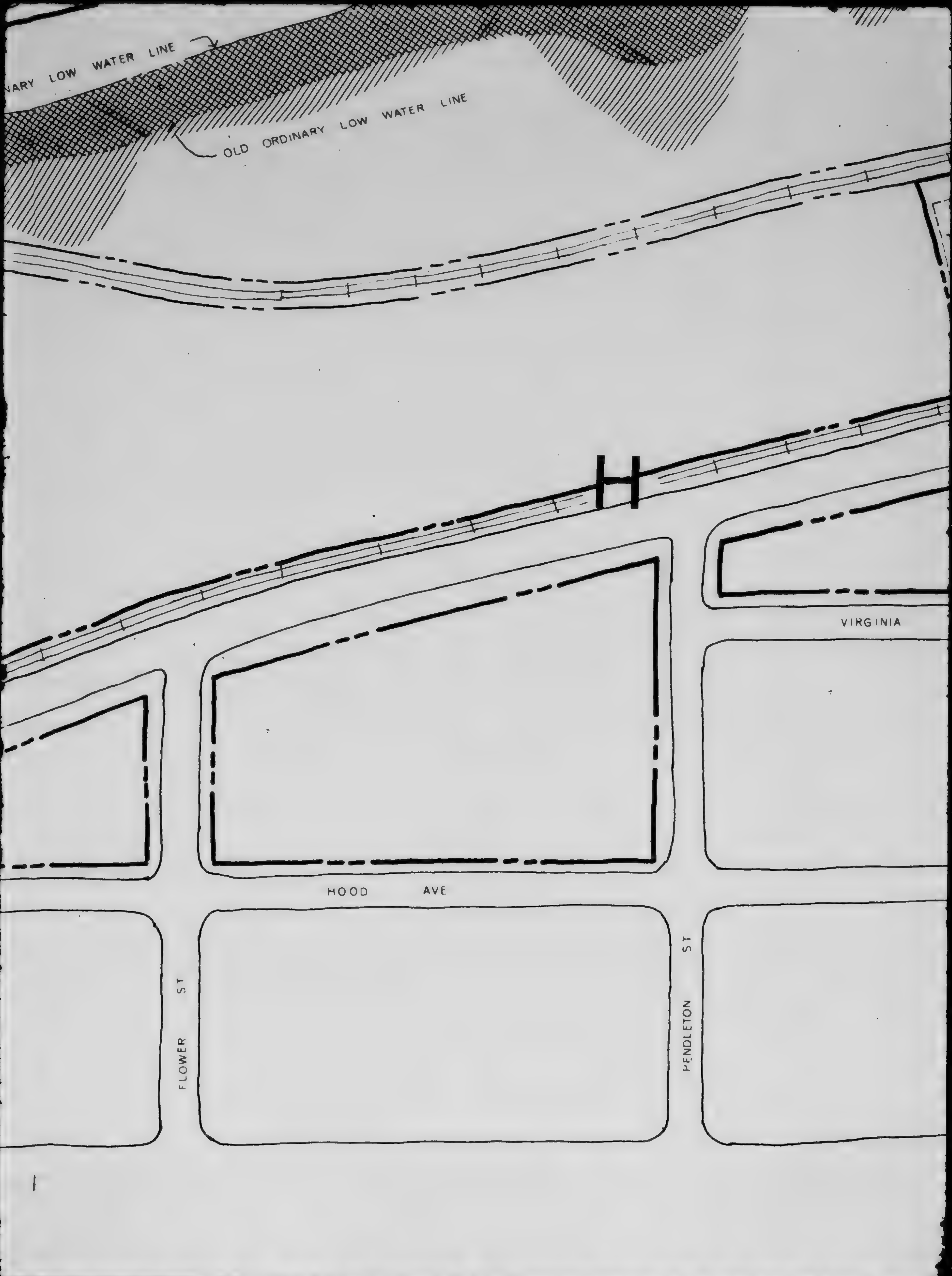

LEGEND
JOHNS LANDING PROPERTY LINE
PUBLIC EASEMENT
NEW LAND AREA
A- MARINE STRUCTURE
E,F,G - INGRESS EGRESS
B,C,D - MOORAGE FACILITIES
H - RR RELOCATION
D

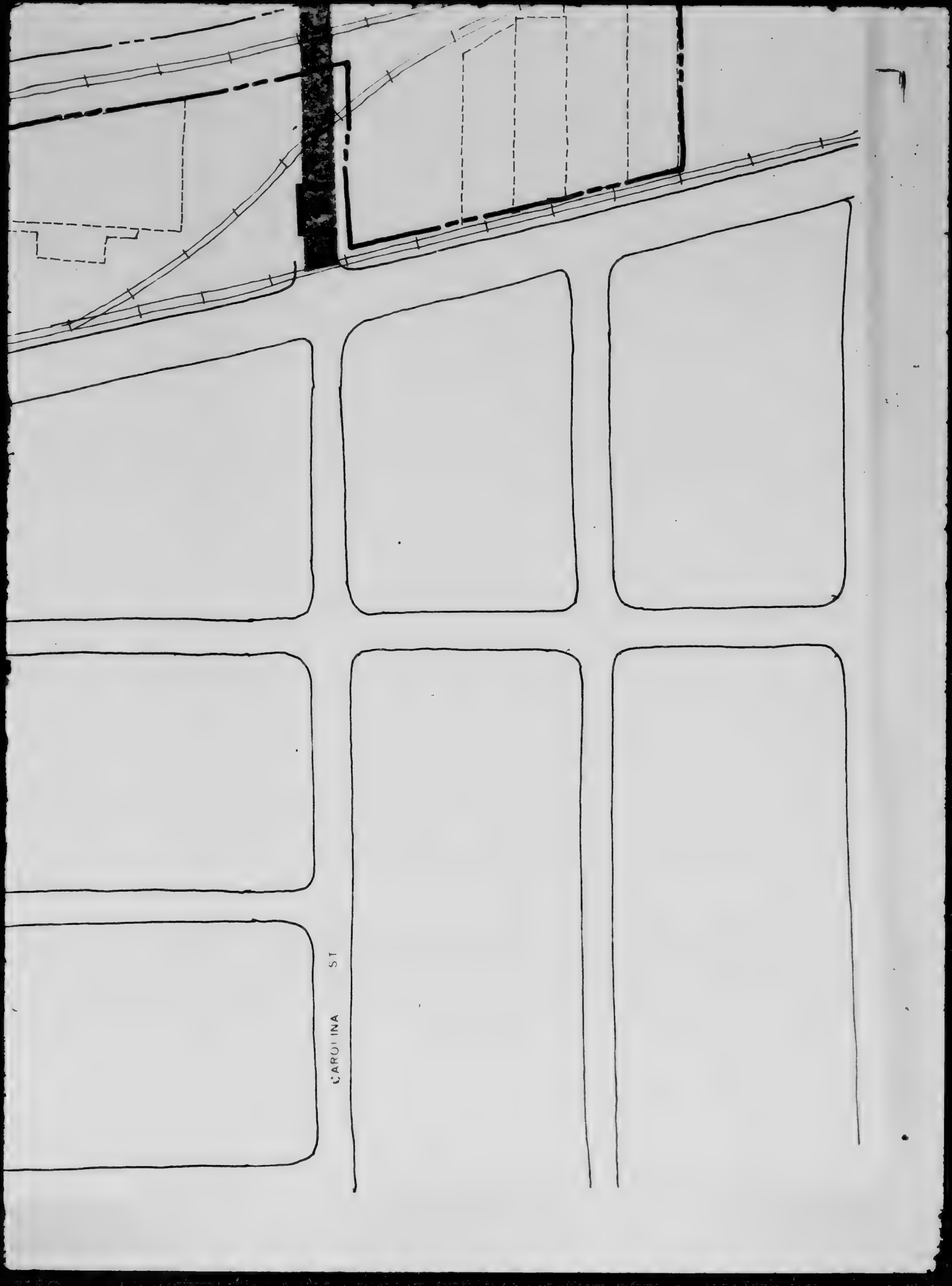

TY LINE
INGRESS / EGRESS
R.R. RELOCATION
WILLAMETTE SAILING CLUB


B
G


EXISTING BUILDINGS
BOUNDARY


NEW ORDINARY LOW WATER
F
S.W. MACADAM AVE.
SWEENEY ST


NARY LOW WATER LINE
OLD ORDINARY LOW WATER LINE
VIRGINIA
HOOD AVE
FLOWER ST
PENDLETON ST


CAROLINA ST

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon

DATE March 5, 1973

TO FILE

FROM R. N. BOTHMAN
Metropolitan Engineer

SUBJECT Meeting - Terwilliger School

Attended meeting at Terwilliger School called by the Center for Urban Education relative to improvement of Macadam Avenue.

The Center for Urban Education is funded under HUD. The staff member is supervised under the Portland Planning Commission. This individual is Allen Fox.

The meeting was a workshop with the idea being given to those in attendance that they were planners planning the future development of the Macadam - Terwilliger - Corbett area. There were approximately 60 in attendance, five or six of which were students representing the some 3,000 persons in the area under study.

The goal is to develop a comprehensive plan for that area's development. The local spokesman was Herm Eshon. Allen Fox anticipates completion of his report by September of 1973. His alternates relative to development of Macadam included "do nothing", widen within the 80 foot right-of-way to four lanes, and widen to 60 foot lanes, purchasing additional right-of-way to provide for 125 foot of width.

The issues involved were whether industry should be continued to be developed or phased out and number two,the relationship of Macadam Avenue to the residents of that area.

I did present the present status of Macadam Avenue's improvement, that being that we are in the process of developing a detail or initial map of the area to start our planning work and that this would take approximately two months. From that point we would be in a design stage for approximately six months. After that we would probably have about six months for an environmental impact statement presentation. I advised [redacted] that the formal hearing date would be during the environmental impact study. However, that I would hope that perhaps I could use some of the information developed from this workshop and this comprehensive plan in our initial design of this improvement. I did open the avenue to take whatever information would come from the area into consideration at such time as we were developing design for Macadam Avenue.

cc Schroeder
Hunter
Coulter

CW

NOTED
R. L. SCHROEDER

RECEIVED
MAR 6 1973

3

January 26, 1973

Hon. Lloyd E. Anderson
Commissioner of PUblic Works
City of Portland
1220 SW 5th Avenue
Portland, OR 97204

1 Hall
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 6 1973
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
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Other

Dear Lloyd:

Thank you for your recent letter concerning the need to do some planning and preliminary engineering on Macadam Avenue between the Ross Island and Sellwood Bridges.

I, too, am concerned about the need for planning through this corridor and will have this item placed high on our list of priorities for things to be done when we have personnel available. We will contact members of your Department as we progress with this study.

Very truly yours,
ORIGINAL SIGNED BY

F. B. Klaboe
State Highway Engineer

FBK:ms
cc George M. Baldwin
A. E. Johnson
E. S. Hunter — As soon as personnel are available, begin preliminary engineering on this section of highway, leading to a corridor hearing.

cc: [illegible]
1-29-73

RECEIVED
JAN 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4

2-6-73
Copy to Hall
to discuss
ESH.

LLOYD E. ANDERSON
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

1851

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

WM. S. LIND
CHIEF OF OPERATIONS
JAMES L. APPERSON
CITY ENGINEER

RECEIVED
STATE HWY ENGR
JAN 22 '73
REFER TO
FOR
Info

January 18, 1973

Mr. Fred Klaboe, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon

NOTED
F. B. KLABOE

Dear Mr. ~~Klaboe~~ Fred:

The area adjacent to SW Macadam Avenue, Oregon State Highway No. 43 has been an area of interest of planning and development for several years. In addition this route carries considerable and increasing volumes of traffic to the southeast and southwest areas of this metropolitan region. Improvements to this route have been proposed. Events have progressed now to a point where some specific decisions must be made.

Therefore the City of Portland now requests that the Highway Division undertake planning and preliminary engineering of improvements to this route between and including connections to the Ross Island and Sellwood Bridges. The result of this will be to establish future right of way lines, street closures, possible transit right of way, traffic patterns on adjacent streets, etc. This then will permit the planning and development of this area to go forward in an effective manner. Actual construction of these improvements would then be scheduled on the basis of need, community priorities and available funds.

There are several community and private groups as well as public bureaus and agencies affected by this planned improvement. The City will coordinate these parties to participate effectively in the planning by the Highway Division.

LLOYD E. ANDERSON
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

1851

WM. S. LIND
CHIEF OF OPERATIONS
JAMES L. APPERSON
CITY ENGINEER

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There are several community and private groups as well as public bureaus and agencies affected by this planned improvement. The City will coordinate these parties to participate effectively in the planning by the Highway Division.

We will appreciate your putting a high priority on this project as the development of this section of the City is seriously influenced by this highway plan.

Very truly yours,

Lloyd Anderson
Commissioner of Public Works

LEA:bg

L

3

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 13, 1972
Salem, Oregon

SUBJECT: Johns Landing Development

Lowell St - Portland Urban Limits Section
Oswego Hwy
Multnomah Co

To: Mr. Frank Hall
Design Engineer

BUILDING

Attached is a letter received sometime ago from John D. Gray concerning the Johns Landing Development. This project is important and will be scheduled as soon as funds are available.

The right of way should be designated and descriptions written in order that negotiations can begin on parcels as soon as the improvements are removed by the Johns Landing people.

Ed
E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachment

cc: F. B. Klaboe
L. H. Young

1 H
2
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5 [illegible]

Discussed [illegible]
[illegible]
Photogrammetry [illegible]
[illegible] 12/26/72

JOHNS LANDING

RECEIVED
STATE HWY ENGR
NOV 17 '72
REFER TO
FOR

November 14, 1972

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Glenn:

Subject: Southwest Macadam Avenue

This is a current status report to you and the City of Portland to indicate that some major private construction is currently underway on property bordering on Southwest Macadam and that there is an increasing urgency for a decision from the State and the City concerning the widening and right-of-way plans for that particular street. As I have said several times in the past, I really think it would be to the taxpayers advantage if future right-of-way could be agreed-upon now so that property owners would not build or remodel in the wrong location.

Here is a current recap of the current construction work which is now going on:

1. The First National Bank of Oregon has just started construction of a branch bank on property that we have leased to them on the west side of Macadam just south of the old Biltwell Furniture plant. Their budget for this building is about $120,000 and they hope to have the branch in operation by January 1973.

2. Victoria Station, a first-class restaurant chain from San Francisco, has started construction of a new restaurant on the east side of Macadam in the vicinity of Southwest Nebraska Street. A newspaper article indicates that they will be spending between $350,000 and $450,000 on this facility. Schedule for completion is by very early spring.

3. We are negotiating with a prospective tenant for a new office building to be built on property owned by Johns Landing adjacent to Archer Blower Pipe and fronting on Southwest Macadam. This new office structure would have a value, without land, of about $125,000.

4. We have just let a contract for a new roof on the Biltwell Furniture plant at a cost of about $30,000 and will start remodelling that building in early January and at that time expenditures on renovating that building will be substantially in excess of $500,000. We plan to have that project completed and tenants in the building by December of 1973.

....

Macadam Investors Oreg., Ltd.
2100 Southeast Milport Road
Portland, Oregon 97222
Telephone: (503) 654-6531

Subject: Southwest Macadam Avenue

5. The contractor for our riverbank work and fill started on the job yesterday and is working on a $280,000 waterfront improvement.

6. About eight months from now we plan to start construction on two different condominium projects on the waterfront (one at the southern end and one on the northern end) which, by the time they are completed, will involve construction contracts totalling at least $2,500,000.

This is concrete proof that things are really beginning to happen and that the improvement of the Southwest Macadam area is just not a pipe dream!

Sincerely,

MACADAM INVESTORS, OREG., LTD.
By: Carbarn, Inc., General Partner

John D. Gray, President
Garbarn, Inc.

cc: Mr. Fred Klaboe, State Highway Engineer
The Honorable Lloyd Anderson, Councilman - City of Portland
Mr. John Kenward, Director, Portland Development Commission

Ltr. in duplicate
Original to Office at Pacific Power & Light Co., Portland
Copy to Salem Office

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

RECEIVED
AUG 21 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 22 '72
REFER TO
FOR
Info [illegible] R/D D/R Sign Act File

DATE August 21, 1972

TO E. S. Hunter
Assistant State Highway Engineer

FROM D N Stoudenmeyer
D. N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT Proposed 6-lane construction
Lowell St.-Portland City LImits Section
Oswego Highway
Multnomah County

In accordance with your request, we are submitting the following breakdown estimates on the subject project.

1. Lowell St. to South end of John's Landing (Sta. 113-160)

Construction	$ 982,000
Right of Way	735,000
TOTAL	$1,717,000

2. South end of John's Landing to Taylor's Ferry Rd. (Sta. 160-205)

Construction	$1,048,000
Right of Way	1,193,000
TOTAL	$2,241,000

3. Cost of required R/W from John's Landing only
(Includes $ 75,000 improvements)

TOTAL	$ 308,000

4. Taylor's Ferry Rd. to Portland City LImits
(Including Taylor's Ferry Road Interchange)

Construction	$1,092,000
Structure	520,000
Right of Way	620,000
TOTAL	$2,232,000

5. Summary -- Totals

Construction	$3,122,000
Structure	520,000
Right of Way	2,548,000
TOTAL	$6,190,000

NOTED
E. S. HUNTER

In a July 1972 report to Mr. John D. Gray of John's Landing, the consulting firm of DeLeuw, Cather & Co. states that "the existing streets serving John's Landing will not accommodate the expected site generated traffic and other traffic passing the site by 1990. Taylor's

Ferry Road will require widening to double its existing capacity. Sellwood Bridge will be 50 % over capacity. Portions of Corbett Avenue will require increased capacity. Macadam Avenue will accommodate the expected 1990 traffic, if widened to six-lanes." The report also states that without any development at the John's Landing site, traffic on Macadam Avenue adjacent to the site will be approximately the same in 1990 as measured in 1971. This forecast assumes the existence of a regional park and ride express bus system plus the I-205 freeway and the Mt. Hood Freeway connection into Marquam Bridge.

Our traffic section reports that the Macadam Avenue corridor is actually inadequate for an efficient operational level today and that a 40 % increase in traffic can be expected by 1990. The PVMATS--1990 Transportation Plan reports: "the large traffic volumes which will be using the facility require it to be constructed to expressway standards and capable of moving six lanes of traffic." However, neither agency report gave any consideration to the high diversion of commuter trips to a mass transit system, as did the consultant's report.

It would appear that in order to make the proposed six lanes on Macadam meaningful, that improvement needs to be made to the Sellwood Bridge, Corbett Avenue, and Taylor's Ferry Road. No attempt has been made to estimate what these costs might be.

DNS:bw

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

5821 N.E. Glisan, Portland

August 16, 1972

SUBJECT: "John's Landing"

Lowell St

To:Mr. D. N. Stoudenmeyer
Preliminary Design Supervisor
State Highway Building
Salem, Oregon 97310

This is in response to your letter of August 7. Contacts with two of the three local title companies reveal no property labeled "John's Landing". That entity is composed of a group of property owners (11 or so) who have committed themselves to this project. The enclosed map shows the property controlled. The red lines show areas they hope to control in the future. It was requested that these tentative areas be kept confidential for the moment.

The estimate will not consider these tentative areas as part of "John's Landing".

Therefore, the 1971 data could be redistributed as follows:

1. Lowell St. to South end of "John's Landing" property . . . . $ 735,000.
2. "John's Landing" property as separated from above. . . . .($ 308,000.)
3. South end of "John's Landing" property to Taylors Ferry Road exclusive of the interchange . . . . $1,193,000.
4. Taylors Ferry Road to Portland city limits including Taylors Ferry Interchange . . . $ 620,000.

Please contact me if there are any questions.

GARY M. KNOWLTON
District Liaison Agent

RECEIVED
AUG 18 1972
DESIGN SECTION

Swenson
R. Olson
Requires Reply
Requires Approval
Do not File
Return To
Bring Up
Other

GMK:ar

w/enclosures: 2

cc H. S. Coulter

JOHNS LANDING

July 20, 1972

Geo Baldwin

Call me re this

OFFICE OF
Glenn L. Jackson

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission

Mr. Lloyd Anderson
Portland City Commissioner

Mr. Robert L. Nordlander, Director
Public Works - Multnomah County

Gentlemen:

Subject: Preliminary Traffic and Parking Impact

We at Johns Landing have just had Mr. Carl H. Buttke, of De Leuw, Cather & Co., do a preliminary traffic impact study for us. I am attaching for your information their report of July 17, 1972 and I am transmitting only the report minus the various exhibits. The technical people on your staff might like to have the exhibits and if they do, we'd be more than pleased to send them to send them on to you.

The report highlights some serious problems on Southwest Macadam, S. W. Taylors Ferry Road, and Southwest Corbett.

Planning for the Johns Landing project continues. Each day it is becoming increasingly clear that we must have a long-range plan for the solution of traffic handling on Southwest Macadam.

More critical for our own planning is an agreement between the State and the City as to what the future right-of-way of Southwest Macadam will be. In other words I think it is extremely critical that a responsible Governmental agency take action now to publicly state what these right-of-ways will be so that we and other property-owners can intelligently plan our construction. We just cannot go on much longer in a never-never-land of trying to second guess what will happen. It is just too expensive for us and too expensive for the taxpayers in the State of Oregon.

Macadam Investors Oreg., Ltd.
2100 Southeast Milport Road
Portland, Oregon 97222
Telephone: (503) 654-6531

Mr. Glenn L. Jackson
Mr. Lloyd Anderson
Mr. Robert L. Nordlander

July 20, 1972
Page two ...

I do hope that some definitive program can be arrived at.

Sincerely,

MACADAM INVESTORS, OREG., LTD.
By: Carbarn, Inc., General Partner

John D. Gray, President
Carbarn, Inc.

Attachment/1
July 17, 1972 Report
without Exhibits/Buttke

RECEIVED
JUL 27 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

DE LEUW, CATHER & COMPANY
CONSULTING ENGINEERS
1500 S.W. FIRST AVENUE
PORTLAND, OREGON 97201
AREA CODE 503 • 224-4000

CHICAGO NEW YORK SAN FRANCISCO SEATTLE WASHINGTON, D.C.

July 17, 1972

RECEIVED
JUL 20 1972
John D. Gray

Mr. John D. Gray
John's Landing
5920 S. W. Macadam Avenue
Portland, Oregon 97201

Subject: John's Landing -- Preliminary Traffic and Parking Impact

Dear Mr. Gray:

In accordance with our agreement of May 16, 1972, we are submitting this report concerning the traffic and parking impact of John's Landing.

PROPOSED DEVELOPMENT

The area proposed for development is located generally east of Macadam Avenue, and adjacent to Willamette River between S. W. Hamilton and S. W. Dakota Streets, as shown in Figure 1. Some additional land west of Macadam Avenue is also proposed for development as indicated.

At this point in the planning stage of John's Landing, only approximate quantities and types of land use development have been identified. These, however, represent the basis for this initial quantification of traffic and parking impact. The assumed quantities and kinds of uses are as follows:

- 1,000 multi-family dwelling units ranging from studio apartments to luxury condominiums on the River Bank.
- 200,000 gross square feet of general office space.
- 220,000 gross square feet of specialty retailing and commercial space.
- 40,000 to 50,000 gross square feet of medical clinic space.

- 30,000 gross square feet of restaurant space.
- Possibly some light industrial-commercial space as presently exists along Macadam Avenue.

PRESENT AND FUTURE TRAFFIC

1971 Traffic

Traffic volumes measured in 1971 on the major streets adjacent to or serving John's Landing are shown in Figure 1. Approximately 20,000 vehicles on an average weekday pass the site on Macadam Avenue, or nearly 10,000 vehicles in each direction. Access to the site from the south is provided primarily by Macadam Avenue from Taylors Ferry Road, Sellwood Bridge or Macadam Avenue south of Sellwood Bridge. Average weekday traffic on Sellwood Bridge in 1971 was approximately 22,000 vehicles and is operating at capacity. Traffic on Taylors Ferry Road on an average weekday was measured at approximately 14,000 vehicles. Taylors Ferry Road at the junction with Macadam Avenue is operating at capacity during peak hours. //now

Access from the north is provided by Macadam Avenue from Ross Island Bridge, Interstate Highway 5 from north of the site, and from Downtown Portland. S. W. Corbett Avenue, via east-west streets south of and including Richardson Street, also provides access to the site from Interstate Highway 5, south of the site, Barbur Boulevard and from Downtown Portland. Average weekday traffic on Corbett Avenue north of Richardson Street is approaching 6,000 vehicles; south of Richardson Street it is approximately 3,000 vehicles. Corbett Avenue and the east-west streets connecting to Macadam Avenue are presently operating under capacity. // However, as traffic volumes on Corbett Avenue increase beyond approximately 7,500 vehicles per day, a general deterioration of property may occur along the street because of the heavy traffic passing through a residential neighborhood.

1990 Traffic

Average weekday traffic on these same streets has been forecast for 1990 without any development at the John's Landing site. This traffic is shown in Figure 2. This traffic forecast assumes the development of a regional express bus system with some 15 park-and-ride stations, as being developed for the Columbia Region Association of Governments and TRI-MET, and assumes a regional freeway system consisting of the existing freeways, plus I-205 and the Mt. Hood Freeway connecting into Marquam Bridge. This future transportation system envisions a transit ridership approximately four to five times that of 1971.

It is forecast without any development at the John's Landing site that traffic on Macadam Avenue adjacent to the site will be approximately the same as measured in 1971. Traffic on Corbett Avenue is anticipated to increase slightly. However, as shown in Figure 2, traffic on Sellwood Bridge is anticipated to increase approximately to 25,000 vehicles per day. Traffic on Taylors Ferry Road is also expected to increase to some 22,000 vehicles per day.

Public Transportation

Today, TRI-MET provides bus service on Macadam Avenue, between Oregon City, Lake Oswego and Downtown Portland, on the average of every 10 minutes during peak periods and 45 minutes during the midday. Service is also provided by the Capitol Hill line on Taylors Ferry Road, Virginia and Corbett Avenues to Downtown Portland, every 12 minutes during the peak hours and every 25 to 35 minutes during the midday.

By 1976, it is recommended in the Portland-Vancouver Metropolitan Area Public Transportation Plan that service on Macadam Avenue be provided by express buses to Downtown and on Virginia and Corbett Avenues by local buses operating every eight minutes during the peak hours and every 15 minutes during the midday.

It is anticipated that to achieve the ridership of four to five times that of 1971, an extensive express bus system will be required and may require some 10 to 20 years for full implementation. Therefore, vehicular traffic volumes on Macadam Avenue and other streets serving John's Landing could be higher during the time period around 1980 than in 1990. A vehicular traffic forecast has not been made for that time period.

TRAFFIC IMPACT

GENERATED TRAFFIC

Vehicular traffic generated by the proposed building uses in John's Landing has been estimated on the basis of similar types of buildings in the Portland area, similar projects on the West Coast and from numerous traffic generation studies made in the United States by public agencies, the Institute of Traffic Engineers and from general traffic engineering research. Traffic generated by John's Landing has been estimated with normal public transportation service serving the site, as envisioned in the Portland-Vancouver Metropolitan Area Public Transportation Plan, and with a high type express shuttle bus service operating between John's Landing and Downtown Portland every five to eight minutes during peak hours, and every 15 minutes during the midday.

The assumed improved transit to Downtown Portland will serve primarily Downtown employees living in John's Landing, some employees at John's Landing living elsewhere in the region, and for shopping or personal business trips between residences in John's Landing and Downtown Portland. It will have little impact on shopping or restaurant-oriented trips to John's Landing and no impact on social visiting trips to residents in John's Landing.

It is estimated that some 900 residents in John's Landing will be employed either on the site or elsewhere, and that 60 per cent of these will work Downtown. On the average, 20 per cent of Downtown employees require a private vehicle for other purposes than to provide transportation between home and work. It is normal that 10 per cent of the employees on a daily basis are absent from work for one reason or another. Therefore, it is anticipated that a maximum of some 400 residents of John's Landing could use public transportation to work in Downtown Portland.

The estimated vehicular traffic generation rates by type of building use for the two cases of public transportation service are shown in Table 1. The anticipated traffic generated by John's Landing at the time of full development, assuming both transit conditions and the quantity of building use as indicated on page 1, is shown in Table 2.

It is forecast that John's Landing will generate approximately 31,000 two-way vehicle trips on an average weekday with normal public transportation. A slight reduction is anticipated if a transit shuttle is developed to Downtown. During the P.M. peak hour, between 4:30 and 5:30 p.m., some 2,300 vehicles will enter, and 2,300 vehicles will leave the site. One-half of these trips are oriented to the commercial-retailing uses at the site. The improved transit shuttle will reduce the P.M. peak hour entering traffic by 300 vehicles, from 2,300 to 2,000.

DIRECTIONAL DISTRIBUTION OF SITE GENERATED TRAFFIC

The direction from which traffic will enter and leave the site has been estimated from the regional 1990 trip distribution model developed by the Portland-Vancouver

Metropolitan Area Transportation Study (P-VMATS). This distribution was modified slightly to provide a stronger connection between Downtown Portland and John's Landing than estimated by P-VMATS. The directional distribution of traffic entering the site is shown by per cent in Figure 3. The distribution of exiting traffic is opposite the entering traffic except where access streets are different than egress streets. It is anticipated that some 39 per cent of the traffic will enter from the south on Macadam Avenue and 41 per cent from the north on Macadam Avenue. The remaining 20 per cent will enter from Corbett Avenue via the east-west local streets leading to Macadam Avenue and the site.

An assignment of the site generated traffic to the surrounding street system was done on the basis of the directional distribution of traffic as shown in Figure 3, and the most logical route to and from the site. Since more detailed design studies are necessary to locate access and egress points for John's Landing, this initial assignment assumed one access-egress point on Macadam Avenue, opposite Mitchell Street. Further analyses are necessary to develop the optimum access-egress locations to minimize the traffic impact on the surrounding streets and maximize development potential on the site.

The site generated traffic on the surrounding street system forecast for the time of full development of John's Landing is shown in Figure 4. This assignment assumes the normal transit service condition as this condition shows maximum vehicular traffic to be generated. During the P.M. peak hour, approximately 1,000 vehicles in each direction will be added to Macadam Avenue at the time of full site development and occupancy. Some 500 vehicles in each direction will be added to Corbett Avenue and the streets connecting it to the site.

1990 TRAFFIC IMPACT

The total traffic anticipated on the surrounding streets to the site by 1990 with full occupancy of John's Landing is shown in Figure 5. On Macadam Avenue, some 1,600 to 1,800 vehicles during the P.M. peak hour will travel northbound, while some 1,700 to 1,900 vehicles will travel southbound. At the site, approximately half of these will enter and leave. Traffic on Corbett Avenue is anticipated to increase to almost 1,000 vehicles during the P.M. peak hour in the southbound direction, and 750 vehicles in the northbound direction.

Traffic on Taylors Ferry Road will increase substantially in the P.M. peak hour, to 1,450 westbound vehicles, and 1,050 eastbound vehicles.

All roadways serving John's Landing will be congested with vehicular traffic during the P.M. peak hour of each weekday if no street improvements are made in the next 18 years.

The Sellwood Bridge capacity will be exceeded by its demand in 1990 by approximately 50 per cent. Taylors Ferry Road will experience severe traffic congestion by 1990. Its forecasted demand exceeds capacity by more than 100 per cent. A four-lane roadway with an additional westbound climbing lane would be necessary to accommodate the 1990 traffic.

Corbett Avenue functions as a collector street and would require capacity for four lanes of traffic at least between Mitchell Street and Hamilton Street. This section of roadway depends on the access from it to the site on existing east-west local streets. If traffic can be confined to one collector street, such as Mitchell Street, then the impact of John's Landing traffic on the residential streets west of Macadam Avenue will be minimized.

Macadam Avenue, in its existing condition, is not capable of accommodating the increased traffic volume and turning traffic requirements. From this initial traffic impact study, a six-lane divided roadway without curb parking, and with protected turning lanes at the access-egress points would accommodate the traffic anticipated by 1990.

PARKING

Parking requirement factors were developed for each proposed building use in terms of spaces per unit for residential parking, and spaces for gross thousand square feet of floor area for all other uses. These factors were developed on the basis of similar buildings in Portland, on the West Coast, and studies of the Institute of Traffic Engineers. Table 3 indicates the recommended parking requirement factors for normal public transportation service, for the case with a transit shuttle to Downtown Portland, and the City of Portland Zoning Code parking requirements. A savings in residential parking requirements is possible through the development of a high-type transit shuttle to Downtown Portland.

The parking requirements indicated in Table 3 are for each building use independent from other uses. When parking is provided to serve more than one use, a savings in parking spaces can be realized if peak requirements occur at different times.

Figures 6 through 9 show average parking accumulation curves for general offices, medical clinics, restaurants, and specialty retail-commercial establishments. These curves are in per cent of the parking requirement. The parking accumulation curve for light industrial uses is similar to that for general offices. Parking for residential units should be considered separate from other parking, or at least reserved, so residents of John's Landing always have parking guaranteed for their use.

If general office, restaurants and the retail establishments are located such that parking can serve all the uses, a substantial savings in spaces is possible. Individually, the following number of spaces would be required:

Office	200 g.t.s.f. x 3.75	=	750 spaces
Retail	220 g.t.s.f. x 6.00	=	1,320 spaces
Restaurant	30 g.t.s.f. x 15.00	=	450 spaces
Total			2,520 spaces + medical & housing

The parking usage pattern for an average weekday of each use and the combined total is shown in Figure 10. By combining the parking, a total requirement of 1,900 spaces is necessary, as compared to 2,500 spaces if provided separately. On Saturdays, the retail parking requirement peaks at 1,320 spaces at 3 p.m., and the restaurant parking requirement is approximately 100 spaces then, for a total of approximately 1,400 spaces. The restaurant parking requirements on Saturdays peaks between noon and 1 p.m. at 450 spaces, whereas the retail parking is approaching 90 per cent of full requirement, or about 1,200 spaces, for a total requirement of 1,650 spaces. Therefore, the maximum Saturday parking requirement is found to be less than the weekday requirement of 1,900 spaces.

This example illustrates how Figures 6 through 9 can be used when planning and designing various types of buildings and related parking on the site.

Figure 11 indicates various parking space patterns and the recommended dimensions to provide convenient self-parking to visitors and residents at John's Landing.

CONCLUSIONS

It is concluded that the existing streets serving John's Landing will not accommodate the expected site generated traffic and other traffic passing the site by 1990. Taylors Ferry Road will require widening to double its existing capacity. Portions of Corbett

L.

Salem, Oregon

3

August 7, 1972

Mr. H. S. Coulter
Metropolitan Engineer

DNStoudenmeyer
D. N. Stoudenmeyer
Preliminary Design Supervisor

Lowell St. - Portland City Limits
Oswego Highway
Multnomah County

On June 1971 a right of way estimate was prepared by Metropolitan personnel covering the subject project. It is necessary that this be broken in sections as follows:

1. Lowell Street to south end of John's Landing property.
2. That property owned by John's Landing only.
3. South end of John's Landing property to Taylors Ferry Road exclusive of the interchange.
4. Taylors Ferry Road to Portland City Limits including aylors Ferry Interchange.

A copy of our 1971 right of way map along with a copy of this letter is being sent to Gary Knowlton for the required information. It would be helpful also if the John's Landing property limits could be shown on the map.

DNS:jn
cc: Gary Knowlton (w/map) 1 #

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RECEIVED
APR 18 1972

April 13, 1972

City Council
City of Portland
City Hall
Portland, Oregon 97204

NOTED
F. B. KLABOE

Dear Council Members:

Subject: S. W. Macadam Planning Project

During the past several months, various neighborhood and industrial representatives have met to focus on the need for planning for this entire area. Much of the stimulus has come from the planned Johns Landing project which, by its nature, has strong long-range impacts on the existing community - homeowners and business.

The undersigned organizations are basically in accord in making the following recommendations for prompt consideration and action by the Council:

1. We urge strong support for a positive commitment to develop and implement a comprehensive plan for Census Tract 59, with priority re manpower being given first to the S. W. Macadam area because of the need to relate the Johns Landing development to the adjacent communities. This planning work should start in April 1972. Census Tract 59 broadly defined as the area from the Sellwood Bridge north to S.W. Arthur and from the river to S. W. Barbur/Freeway.

2. Immediate coordination with the State Highway Commission and the City Traffic Division to establish high priority for a final study concerning the improvement of S. W. Macadam and related circulation and access traffic problems. We urge that a prompt decision be made on the final right-of-way so all who are affected can plan. Determination of the future of S. W. Macadam and its access points is the most critical element in shaping detailed planning for the whole area.

3. Expedite a policy position involving all affected governmental agencies concerning a firm attitude toward the development and improvement of the riverbank in this area especially as relates to fill and bank treatment. This affects city and private lands. Timing is critical as Johns Landing would like to put in final form a portion of their riverbank during summer and fall of 1972.

.....

Subject: S. W. Macadam Planning Project

4. Structure the process of comprehensive planning so that there is meaningful community involvement by residents and property owners, including business and industry. Furthermore, that the staff assigned to develop and the funding sources used to implement this plan be decided upon in a manner consistent with a concept of community involvement acceptable to all parties affected. A number of people have real concerns, needs and sound inputs. Community organizations exist to enable you to tap and use this resource.

5. Encourage the Portland Planning Commission to continue to exercise caution in granting zone changes in Census Tract 59 and request the Planning Commission Staff to contact all groups listed below in investigation of any petitions for zone changes.

The foregoing are the basic recommendations to launch the general planning. Attached are specific thoughts to be seriously considered at the appropriate time in the planning process.

We urge your very prompt action and stand ready to donate many free volunteer hours to expedite the planning process.

Sincerely,

Corbett-Terwilliger Neighborhood Council
Connie Veek, Chairman

Hill Park Association
Darl Adami
Darl Adami, Board Member

Macadam-Corbett Property Owners League
William Wright, Representative

Terwilliger Community League
Dale Meyers, Chairman

Macadam Investors, Oreg., Ltd.
By: Carbarn, Inc., General Partner
John D. Gray, President - Carbarn, Inc.

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encs/2
#1-Explanation of Signing Organizations
#2-Specific Issues to be Considered during the Planning Process

MACADAM INVESTORS OREG., LTD.

2100 S.E. MILPORT ROAD, PORTLAND, OREGON 97222 TELEPHONE: 503/654-6631

April 13, 1972

City Council
City of Portland
City Hall
Portland, Oregon 97204

Dear Council Members:

Subject: S. W. Macadam Planning Project

In addition to the five basic recommendations made in the April 13, 1972 letter signed by the four neighborhood groups and Macadam Investors, Oreg., Ltd., our group desires to make the following additional recommendation for prompt consideration and action by the Council:

1. Instruct and authorize the Portland Development Commission to contact commercial and industrial property owners along and near S. W. Macadam to explain possible programs and see if there are potential "owner participants." These are defined as property owners who have buildings sufficiently sound and attractive or who have vacant land and who agree to build on it according to the master plan and its controls. Simply stated, they are cooperative owners who agree to and endorse the final master plan and are willing to have their property subjected to it such as La Grande Industrial and Pendleton in the Auditorium Renewal program.

Properly so, the four community organizations at the present time are not really in a position to speak for their constituents concerning any specific detail until the City makes a firm commitment to both develop and implement a comprehensive plan.

My reason for urging the adoption of the above recommendation, is that early in the preliminary planning stage, it would provide an orderly method by which the commercial and industrial property owners could find out what Portland Development Commission can do to help them develop the area before the property owners have to make up their minds as to how they wish to be involved. In no way is it a commitment but I see it as an aid in helping key industrial property owners to decide whether or not they want to have any part of this particular proposed plan.

.....

City Council
April 13, 1972
Page two ...

Subject: S. W. Macadam Planning Project

I have made sufficient investigation as to what some of the tools of the Portland Development Commission are that I feel it is going to be extremely critical to have them involved on the implementation function. I think some of the techniques of funding and owning and holding property will greatly expedite the improvement of the park, the greenway system, common areas and perhaps even S. W. Macadam Avenue.

I strongly believe that the information dissemination program can begin early and not in any way affect the individual homeowners unless they desire to specifically request some input of concepts from the Portland Development Commission.

Sincerely,

MACADAM INVESTORS, OREG., LTD.
By: Carbarn, Inc., General Partner

John D. Gray

John D. Gray, President
Carbarn, Inc.

Specific Issues to be Considered during the Planning Process:

1. COMPREHENSIVE PLAN:

   a. Definition of Area: Census Tract 59.

      [1] Recognition of eventual impact of changes in the southern Terwilliger area on middle Corbett and Lair Hill Park especially considering the South Auditorium Area to the furthest north and its impact already in the latter area of rising land values and property taxes;

      [2] Recognition of City officials of desirability for district planning rather than planning for small pockets of areas (re: District Planning Organization - Mayor's Task Force);

      [3] City has already indicated its interest in planning for the area south of the South Auditorium Area in PDC's application to HUD which was denied and more recently in initial discussions with Lawrence Halprin & Associates for a 12-month "participatory workshop;

      [4] Planning Commission workload estimates for 1972 show "Johns Landing, Terwilliger, Lair Hill Park District Plan - man months 12";

      [5] Recognition and endorsement of statement in Community Renewal program, Portland City Planning Commission 1967: "The most important goal toward which Portland's renewal program can be directed during the next decade would be the preservation of a balanced population base in the city, by stemming the flow of middle-income families to the suburbs."

   b. Most recent information from the Planning Commission is that two spots for planners will be available in July 1972 - Mr. Keefe has said he feels these assignments will go to the area although the Committee on Planning Prioritization has not yet met.

   c. PDC Involvement:

      [1] Will the Planning Commission ask PDC to fund the study?
      [2] Interrelatedness with possible Halprin plan.
      [3] Neighborhood improvement grants if neighborhood desires--NDP, NIP.

enc #2 to Letter 4/13/72
To: City Council/City of Portland

d. Implementation Components in Plan:

Recognizing that implementation components are most important in planning considerations, assigned planners should be funded adequately enough to follow through on the following stages of planning:

[1] Identification of projects or phasing.

[2] Assignment of cost estimates to projects.

[3] Methods of financing for each of projects (city, county, state, federal resources).

[4] Identification of agency (s) responsible for implementation of different phases of plan or projects.

e. Meaningful involvement in planning process for neighborhood ...

We define "meaningful" as seen in the following examples of neighborhood participation in planning:

.John Perry with the Northwest District Association and the DPO (District Planning Organization) proposal ...

.Dick Brainard with the Terwilliger Community League ...

.Bill Church with the Hill Park Association.

2. TRAFFIC/STREETS:

a. Macadam: Now an existing barrier unsafe and unpleasant to drive on, practically impossible to cross and with a high accident rate.

b. [1] Will need to be improved.
[2] Same location - widen mainly on east side, if necessary.
[3] Residences and/or commercial businesses removed by improvement helped to relocate in area if desired.
[4] Underground the public utilities.
[5] Sign controls established.
[6] Some street closures on west side and placement of service roads to be part of comprehensive plan.
[7] Cross-walks and/or overpasses to and from neighborhood to be made inviting and convenient to all, taking into consideration variety of people using same - current thinking is that 3 or 4 would be necessary.

b. Neighborhood Streets:

[1] Need repair.
[2] Construction of sidewalks.
[3] Improving Macadam and street vacations into Macadam will cut down on existing over-use.
[4] Benches at bus stops at the school and at other high-use locations - involve Tri-Met in plans - Johns Landing wants to plan some covered shelters and safe stops.
[5]

c. Corbett Street:

Study to see if possible to get most through traffic diverted onto Macadam rapidly, perhaps by a new couplet.

3. OPEN SPACES/RECREATIONAL SPOTS:

a. Willamette Park development: recreational emphasis designed for optimal use rather than purely boating interests - play equipment, benches and picnic areas; plan areas for horseshoes, tennis team games; band stand; fishing dock. Theatre - noise pollution.

b. Johns Landing Project area: recreational facilities available to general public. Access along river and through project for pedestrians and bikes.

c. Improvement of hiking paths on wooded area above Corbett - S. W. Viewpoint Terrace,a passable greenbelt with three or four green connections to Corbett.

d. Preservation of existing open spaces in neighborhood for and creation of mini-parks (perhaps at vacated street locations and/or imaginative use of borders of school ground).

e. Need to develop method of policing activities and a plan for ground maintenance of common areas or public areas.

4. COMMERCIAL/RETAIL/RELATED SERVICES:

a. Re: Proposed development along west side of Macadam: post office drive-up/self service; branch library; shopping center and/or farmers' market with easy access from adjacent neighborhoods. Limit number of gas stions to present 3 - give them first chance; neighborhood theatre; branch bank.

4. b. Laundromat.

   c. Day Care Center - for drop-in babysitting for people using facilities or program designed for working parents and children in need of enrichment program?

   d. Space for medical offices and/or satellite clinics?

   e. Johns Landing planning a number of shops, offices, restaurants, and waterfront activities for general public enjoyment.

5. PROPERTY TAXES:

Serious study should be given to the effect of new development on existing homeowners so those on limited incomes are not forced to sell because of unreasonable increases in taxes. Perhaps tightly enforced zoning would be a real tool.

6. INDUSTRIAL/WAREHOUSE NEEDS:

   a. Industrial zone to be a part of planning - Industrial Park Area in Tract 59 - in existing area zoned industrial.

   b. Restrictions allowing only "clean" businesses and reasonable landscaping.

   c. Why we want to keep some commercial and clean industry; would provide jobs, would tone down exclusiveness that would prevail if only middle and higher income apartments and commercial development took place. Zoning for industry acts as governor on Assessor and protects, to some extent, the possibility of high valuations being assessed on existing neighborhood.

   d. Need to discuss:

      [1] size of industrial park - computations of replacement area -
      [2] suggestion that no rezoning of present industrial properties should be undertaken without consent of owners -
      [3] in case of master redevelopment plan desired by entire neighborhood, weighted vote given to each type of property -
      [4] continued use or rezoning should be compatible traffic-wise with improvement of S. W. Macadam.

   e. We are concerned about any further undesirable encroachment on neighborhood by industry that is unacceptable to the residents and property owners.

6. f. Perhaps an investigation of mixed land use could be made for this area. Some "clean" industry could be tolerated in a residential area if it could conform to guidelines. Niehborhood stores, services, cafes, etc. might also be encouraged. These uses integrated into an essentially residential zone might be effective in holding property taxes.

7. HOUSING NEEDS:

a. Would it be desirable to build some dwelling units on the west side of Macadam so that a blending of the existing neighborhood and Johns Landing would be more apparent? Some comments that any such housing should be built with low-to-middle income families in mind.

b. Students prefer almost any other alternative to traditional student housing. However, do not overlook need for adult student and faculty housing in apartment facilities and specially funded.

c. Housing for existing neighborhood:

[1] housing for families with children (re: school enrollment) -
[2] low-income housing (low density - FHA federally subsidized with long-term mortgages which will cut down on possibility of speculative buying) -
[3] housing for senior citizens (presently being considered by S. W. Riverside Kiwanis in terms of sponsorship) -
[4] low-interest loans for home improvements - possible home improvement grants through Portland Development Commission like Neighborhood Development Project.

Explanation of Signing Organizations:

1. Macadam-Corbett Property Owners League is an informal organization of the industrial-commercial landowners and speaks for a portion of them. Others will speak for themselves.

2. Macadam Investors, Oreg., Ltd. is the group developing Johns Landing and owns and 38 acres in the area.

3. Corbett-Terwilliger Neighborhood Council is a group concerned with social services and land use organized around the UGN contract for service plan.

4. Hill Park Association is a group organized specifically to facilitate community involvement in land use planning.

5. Terwilliger Community League is an organization primarily cerned with conserving the neighborhood by enforced zoning.

enc #1 to Letter 4/13/72 -
To: City Council/City of Portland

STEPS TOWARD IMPROVEMENT OF TERWILLIGER - CORBETT - HILL PARK

	FIRST YEAR	NEXT 6 MONTHS	SUCCEEDI
PLANNING	PC Staff prepares Comprehensive Plan with the Advisory Group	Public hearings held and a plan approved: First by: Advisory Group Next by: Planning Commission Finally by: City Council	Implementation of and plan revised Advisory Gr Planning Co City Counci
IMPLEMENTATION	PDC institutes non-assisted renewal project for public improvements according to over-all plan		PDC implements Development Pro property owners HUD approval
	Johns Landing plans and constructs first stage of their program in accordance with over-all plan		Construction of Park Bureau State Highway School Distri Private Devel

Prepared by [illegible]

STEPS TOWARD IMPROVEMENT OF TERWILLIGER - CORBETT - HILL PARK

FIRST YEAR

Staff prepares Comprehensive
n with the Advisory Group

NEXT 6 MONTHS

Public hearings held and a plan approved:

First by: Advisory Group

Next by: Planning Commission

Finally by: City Council

institutes non-assisted renewal project for public improvements
according to over-all plan

s Landing plans and constructs first stage of their program
in accordance with over-all plan

SUCCEEDING YEARS

Implementation of plan monitored and plan revised by:

Advisory Group

Planning Commission

City Council

PDC implements Neighborhood Development Programs with property owners, Council and HUD approval

Construction of improvements by:

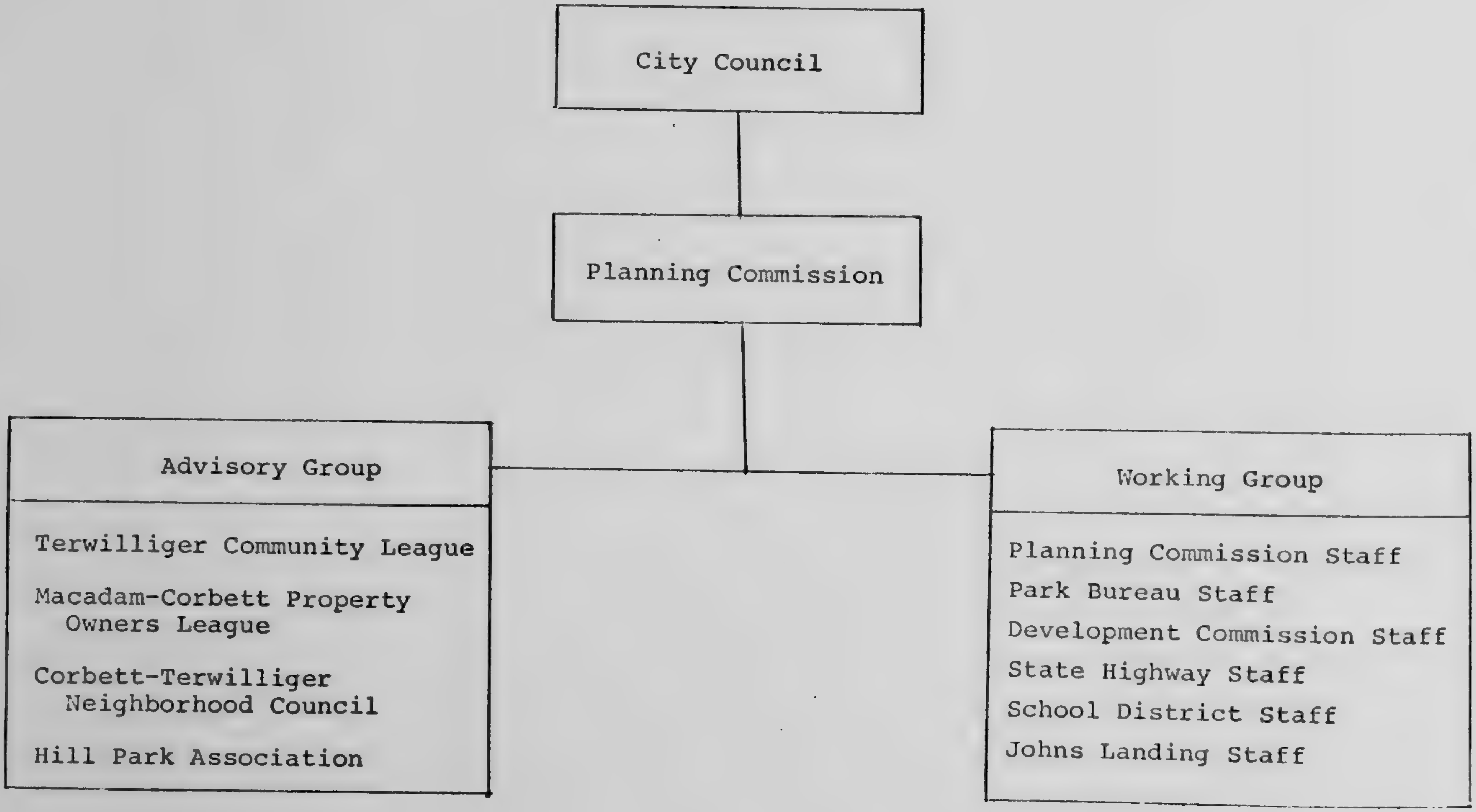
Park Bureau

State Highway Department

School District

Private Developers

ORGANIZATIONAL CHART TO PREPARE AND IMPLEMENT PLAN
FOR IMPROVEMENT OF
TERWILLIGER - CORBETT - HILL PARK DISTRICT


City Council
Planning Commission
Advisory Group
Terwilliger Community League
Macadam-Corbett Property Owners League
Corbett-Terwilliger Neighborhood Council
Hill Park Association
Working Group
Planning Commission Staff
Park Bureau Staff
Development Commission Staff
State Highway Staff
School District Staff
Johns Landing Staff

Prepared by [illegible]

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • ~~Phone 364-2171~~

March 13, 1972

Park Planning
Portland Park Bureau
6437 S. E. Division
Portland, Oregon 97206

Attention: Mr. Carlton Moore

Gentlemen:

Re: Lowell St.-Portland City Limits
Oswego Highway
Multnomah County

Herewith a copy each of two preliminary layout sheets at Taylor's Ferry Road and one at the Sellwood Bridge on the subject section of highway.

No plans are available on this section but is is our desire to construct a four lane facility with a variable median, basically in our present right of way.

At this time we have no schedule for construction.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Frank L. Hall
Design Engineer

cc: H. S. Coulter
L. W. Rulien
General Files ✓

OREGON STATE
HIGHWAY DIVISION

Metropolitan Section 5821 N. E. Glisan Portland, Oregon

December 28, 1971

Mr. John Storrs
4444 S. W. Macadam
Portland, Oregon

In our letter of December 23, 1971, regarding the widening of Macadam Avenue, we inadvertently referred to McLoughlin Boulevard. Please excuse this oversight and do not hesitate to call us if you have any questions.

R. L. SCHROEDER
Metropolitan Engineer

RLS:cw
cc: F. B. Klaboe

REFERRED TO

NOTED
F. B. KLABOE

STATE HIGHWAY

RECEIVED
DEC 2[illegible] 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

Metropolitan Section   5821 N. E. Glisan   Portland, Oregon

December 23, 1971

NOTED
F. B. KLABOE

Mr. John Storrs
4444 S. W. Macadam
Portland, Oregon

This is in reply to your recent telephone call requesting information concerning the minimum acceptable right-of-way width for the eventual widening of McLoughlin Boulevard in the vicinity of your "John's Landing Project". It was indicated by a letter of October 19, 1971 to Mr. John Gray, Chairman of Omark Industries, by R. L. Porter, State Highway Engineer, that because of the lack of funds, the Highway Division presently intends on improving McLoughlin Boulevard within the existing right-of-way, which is approximately 80 feet. Any setbacks which might be provided by your future construction would be very commendable and could allow some deviation from the proposed minimum standards.

If you have any further questions concerning this matter, please do not hesitate to let me know.

ORIGINAL SIGNED BY ROBERT L. SCHROEDER

R. L. SCHROEDER
Metropolitan Engineer

RLS:cw
cc: F. B. Klaboe

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

December 20, 1971
Salem, Oregon

SUBJECT: S. W. Macadam Avenue
Lowell St.-Portland City Limits Sec.
Oswego Highway
Multnomah County

135

To: R. L. Schroeder
Metropolitan Engineer
P. O. Box 13160
Portland, Oregon 97213

NOTED
F. B. KLABOE

Reference is made to your letter of December 9, 1971, in regard to a request from Mr. John Storrs to reduce the minimum right of way width on the subject section from 125 feet to 100 feet. The 125 foot minimum was presumably indicated at one of several meetings pertaining to John Gray's "John's Landing Project".

In researching this I find that estimates have been made for improving this facility to six lanes in 125 feet of right of way and to a four lane boulevard section with landscaped median and shoulder areas, also in 125 feet of right of way. I believe that these were made at Mr. Gray's request and to my knowledge there has been no indication that either plan could be considered.

Enclosed is a copy of an October 19 letter from Mr. Porter to Mr. Gray indicating that the Commission feels that they are presently in no position to undertake anything other than that which can be contained within existing right of way. On this basis any setback from the existing right of way line which Mr. Storrs may use would be commendable and could allow some deviation from the field survey which stayed within the 80 foot existing right of way.

If you have any questions, please contact me.

Frank L. Hall
Design Engineer
By:

ADOlson
A. D. Olson
Preliminary Design Engineer

ADO:jh
Enclos.
cc: F. B. Klaboe

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 9, 1971

SUBJECT: S. W. Macadam Avenue (Oregon 43)

To: Frank Hall
Design Engineer
Salem

A Mr. John Storrs, architect, contacted me by telephone requesting information concerning the minimum acceptable right-of-way width proposed for a future widening of Macadam Avenue to the north of Taylors Ferry Road. Mr. Storrs has had many previous contacts with the Highway Division concerning a proposed development in this area between Macadam and the River. These contacts have been made with Glenn Jackson, Rod Porter and Fred Klaboe.

In one of these meetings with Mr. Klaboe, it was indicated that the right-of-way width should be approximately 125 feet. Mr. Storrs would like to have this requirement reduced to 100 feet or the absolute minimum we would require.

Would you please look into our proposed design in this area and tell me what the minimum required right-of-way would be. If you have any questions concerning this, please let me know.

R. L. SCHROEDER
Metropolitan Engineer

RLS:cw

DEC 10 1971

SP*52475-734

p

RECEIVED
OCT 20 1971
FOR FILING

October 19, 1971

Mr. John D. Gray, Chairman
Omark Industries
2100 S. E. Milport Road
Portland, Oregon 97222

[illegible]

Dear Mr. Gray:

As we discussed during your visit to this office on August 26, the matter of improving Macadam Avenue was again presented to the Highway Commission today.

The Commission considered all facets of the proposal but because of the heavy demand on the Highway Fund, they do not see their way clear to commit the amount of money necessary to improve Macadam Avenue to the standard of your suggestion. There are at least fifteen places for every available highway dollar and the Commission is continually having to deny reasonable and justifiable requests. Until some adjustment, particularly in Federal-aid funding, can be achieved, the Commission did not feel that they could undertake anything other than which can be contained within existing right-of-way.

Sincerely yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
F. L. Hall
Robert L. Schroeder

Ko

Answer that
I plan visit

G.

OMARK INDUSTRIES

CORPORATE OFFICES

2100 S. E. MILPORT ROAD, PORTLAND, OREGON 97222 TELEPHONE: 503/654-6531

September 9, 1971

Mr. Glenn L. Jackson, Chairman
State Highway Commission
State of OREGON
Highway Building
Salem, Oregon 97310

Dear Glenn:

Subject: Widening of Southwest Macadam - Johns Landing Project

On August 26, 1971 I had another good meeting with Mr. Porter and with Mr. Klaboe in Salem. I fully appreciate the priorities and current lack of funding.

However, it is becoming critical to our own planning to definitely get a fix on the long-range plans for widening S. W. Macadam Avenue beyond what you can do in your existing right-of-way which I think everyone agrees would be just a temporary measure.

Thus, I urge that serious thought be given to efficient engineering works so that an agreed-upon right-of-way strip could be fixed even though you may not have the funds for acquisition. This would permit property owners such as ourselves to know that at "X" years in the future we would have to plan on the loss of so many feet and thus would not put buildings or high-cost structures on those portions of the property.

I would also urge that you give serious thought to cooperating with us in widening and landscaping a portion of S. W. Macadam to serve as a pilot example of what the street can eventually look like. This could be done with reasonably low-cost to the State by within the next year just doing the proper widening and landscaping but not incurring land acquisition costs. We would be pleased to enter into an agreement whereby our property to be included in the right-of-way and which was to be paved or landscaped would undeniably become the State's and a fair valuation schedule could be worked out with payment to be made when funds were available.

.....

Mr. Glenn L. Jackson
September 9, 1971
Page two ...

Subject: Widening of Southwest Macadam - Johns Landing Project

I suggest this now because starting in the summer of 1972 we hope to begin some actual construction and will be on the southern end of our property. In that area we do own and control approximately 1,300 feet on both sides of Southwest Macadam. This is an area which runs from about 200 feet south of S. W. Sweeney and Macadam to about 50 feet south of the junction of S. W. Iowa and S. W. Macadam. This is a length of road which is sufficiently long which could be improved and landscaped to its ultimate goal and you would be dealing with just one property owner who is more than anxious to cooperate and set a pace for that part of Portland. It would also be a clear indication to other property owners as to what is likely to happen to S. W. Macadam.

Study this
proposal

Unfortunately I'm going to be out of the office on a trip to Europe until October 12, 1971 but I sincerely request that you and your technical staff give some thought to this and I would like very much to personally show you the area and our project at that time. By then our master plan of development should be much more finalized and we can show you our proposed egress and ingresses onto Macadam.

What I eventually hope to see on S. W. Macadam is a tree-lined boulevard with a landscaped meridian strip as we have in certain parts of the south auditorium renewal area. That would make a great entrance into Portland from the Sellwood Bridge and I think it is an opportunity that we must take advantage of.

Thanks for your help.

Sincerely,

John
John D. Gray
Chairman

Copy to
Mr. Glenn Jackson
Pacific Power & Light Co.
Public Service Building
Portland, Oregon 97204

cc: Roderick L. Porter, State Highway Engineer
Lloyd Anderson, Portland City Councilman

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET .... OF .... SHEETS

Original Est. Revised Sept. 20, 1971
Plan "A" Interchange at Taylors Ferry Rd.
Plan No 2. Sellwood Bridge
4 Lanes

Field Job

Grade & Pave.	865,000
Struct.	388,000
R/W (Purchased)	
Signing	40,000
Landscape	64,000
Total.	$1,357,000 ✓

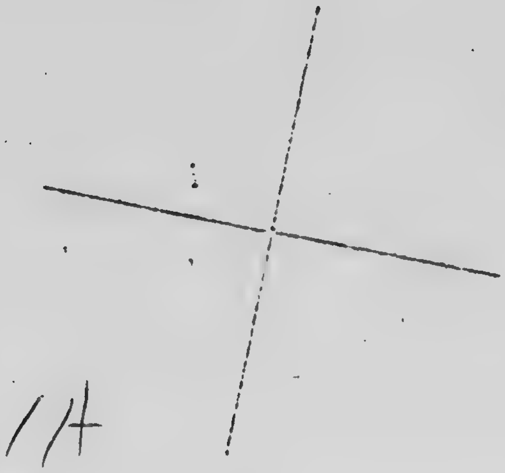
w/ interchange [illegible]

[illegible]

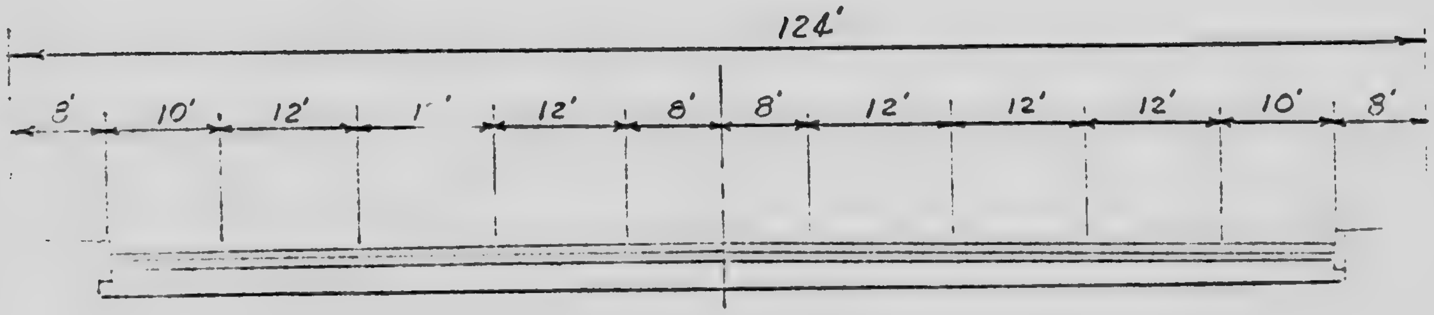
Plan 1-A Macadam Ave June 24, 1971
6 Lanes

Grade & Pave.	2,450,000
Struct.	520,000
R.R. Rev.	260,000
R/W	2,530,000
Total	$5,760,000

S.W. SEY
S.W.
S.W. SEYMOUR COURT



Plan 11A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12'
10'
8'

TYPICAL SECTION

TABULATION SHEET

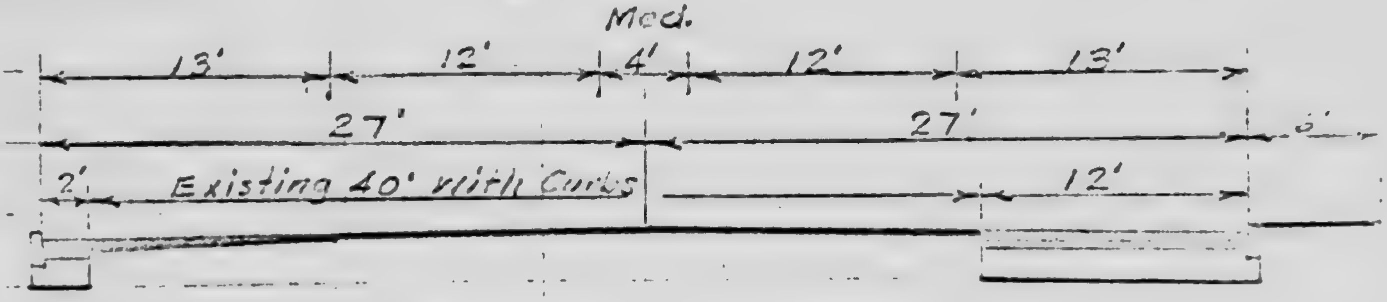
SHEET .... OF .... SHEETS

OREGON STATE HIGHWAY
DEPARTMENT

ESTIMATE

OSWEGO HIGHWAY
(Macadam Ave.)
1300' Between Sweeney and Hood   Oct. 4 1971

	Unit	Net	Allow	Gross	Price	Am't
Clearing and Grabbing						
Grading	C.Y.	2,022	25%	2,540	1.85	[illegible]
Curb Rem.	Lin. Ft.	2,600		3,250	1.00	3,250
S.W. & Driveway Rem.	Sq. Yd.	1,295		1,620	1.50	2,430
C. B. Rem.	Ea.	9		11	35.00	385
New. C. B.	Ea.	9		11	200.00	2,200
Adj. M. H.	Ea.	7		9	100.00	900
8" Sewer Pipe	Lin. Ft.	350		438	3.50	1,533
New S.W.	Sq. Yd.	795		996	4.75	4,731
Conc. in Curbs	C.Y.	81		101	45.00	4,545
Material in Base	T.	2,311		[illegible]	2.00	[illegible]
" " Leveling Crse.	T.	207		260	3.00	[illegible]
Sprinkling	M-Gal.	44		55	3.00	165
A. C.	T.	1,183		1,480	8.25	12,210
						[illegible]
				+40%		18,254
						$ 65,000



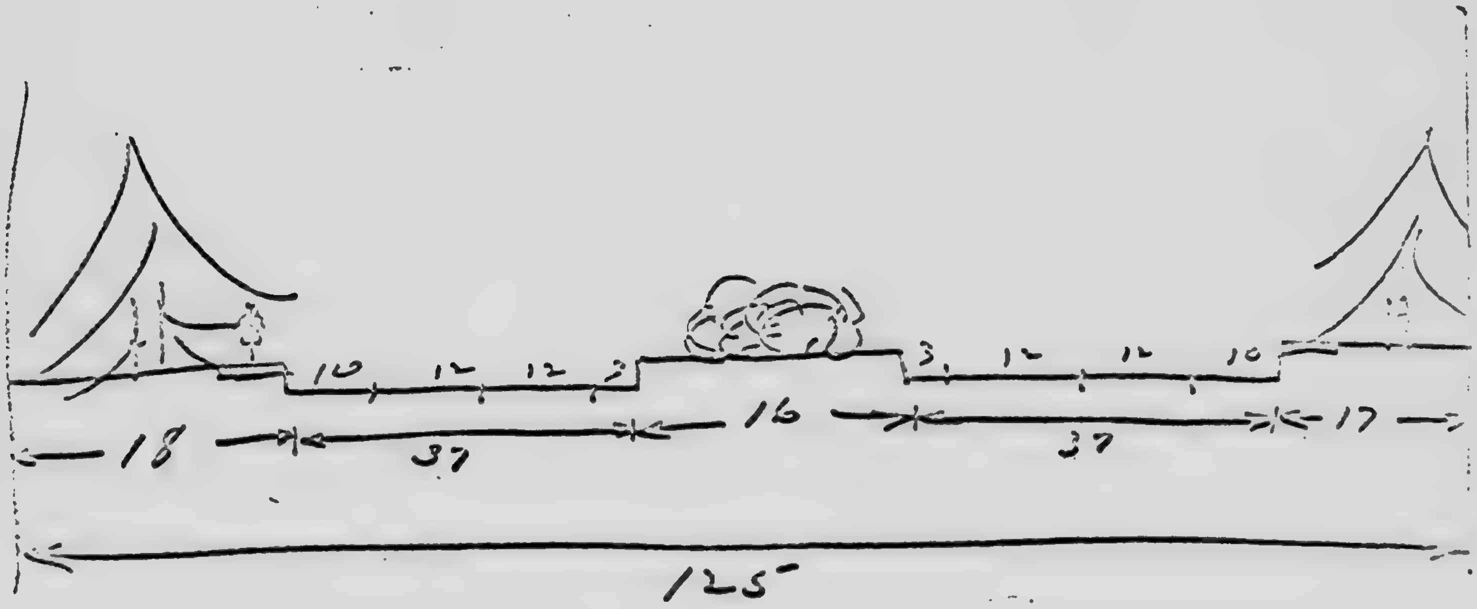
TYPICAL SECTION

9-21-71

Grading.	5.14	C.Y.	1.85	=	9.51
Pvmt Rem.	5.556	sq.yd	1.75	=	9.72
Curb Rem.	2.5	Lin Ft.	1.00	=	2.50
S.W. Rem.	1.5	sq.yd.	1.50	=	2.25
Paving	74	sq.ft.	0.8204	=	60.71
Curbs	4	Lin.ft.	2.009	=	8.04
S.W	1.5	sq.yd.	4.75	=	7.13
Drainage	1.25	Lin.Ft.	5.50	=	[illegible]
					106.74
			+40%		43.26
					150.00

1300' x 150.00 = $195,000
$295,000 - say $300,000.

Existing R/W - 80'
Required 45' additional
45 x 1300 = 58,500 sq.ft. = 1.34 A. [illegible]



FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1971

SUBJECT: Lowell Street-Portland Urban Limits
Oswego Highway
Multnomah County

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

RECEIVED
OCT 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Reference is made to Mr. John Gray's letter of September 9 in regard to a possible pilot project for improvement of Macadam Avenue through property in his proposed John's Landing Project. This would be approximately 1300 feet in length and would run from the vicinity of S. W. Sweeney to S. W. Iowa.

We have estimated the four-lane, landscaped street section on 125 feet of right of way, as Mr. Gray suggested, and also the minimum four-lane section which was laid out on our original survey. In the first instance, an additional 45 feet of right of way will be required plus, presumably, the elimination of the railroad from this area northerly. No right of way or railroad removal was anticipated under the field plan.

The 1300 feet of wide street section is estimated approximately at $300,000, and the minimal four-lane section is estimated approximately at $65,000.

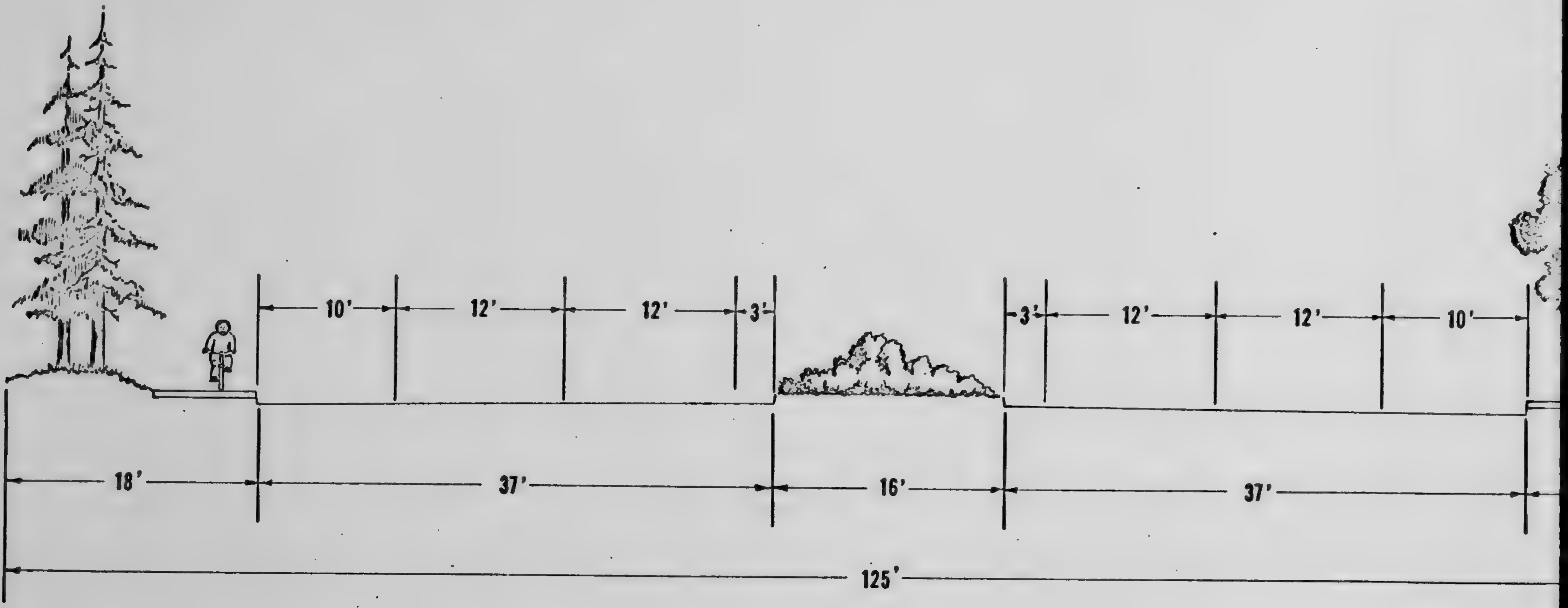
The estimate for the wide section included only $100,000 for right of way since we assumed that we would be purchasing vacant land, the buildings being removed as not compatable with the proposed local development. No estimate was made for landscaping, railroad removal or relocation outside of the limits of the project.

A copy of an artist's conception of the wider section is attached. If further data is required please advise.

Frank L. Hall
Design Engineer

By Olson
A. D. Olson
Preliminary Design Engineer

ADO:jp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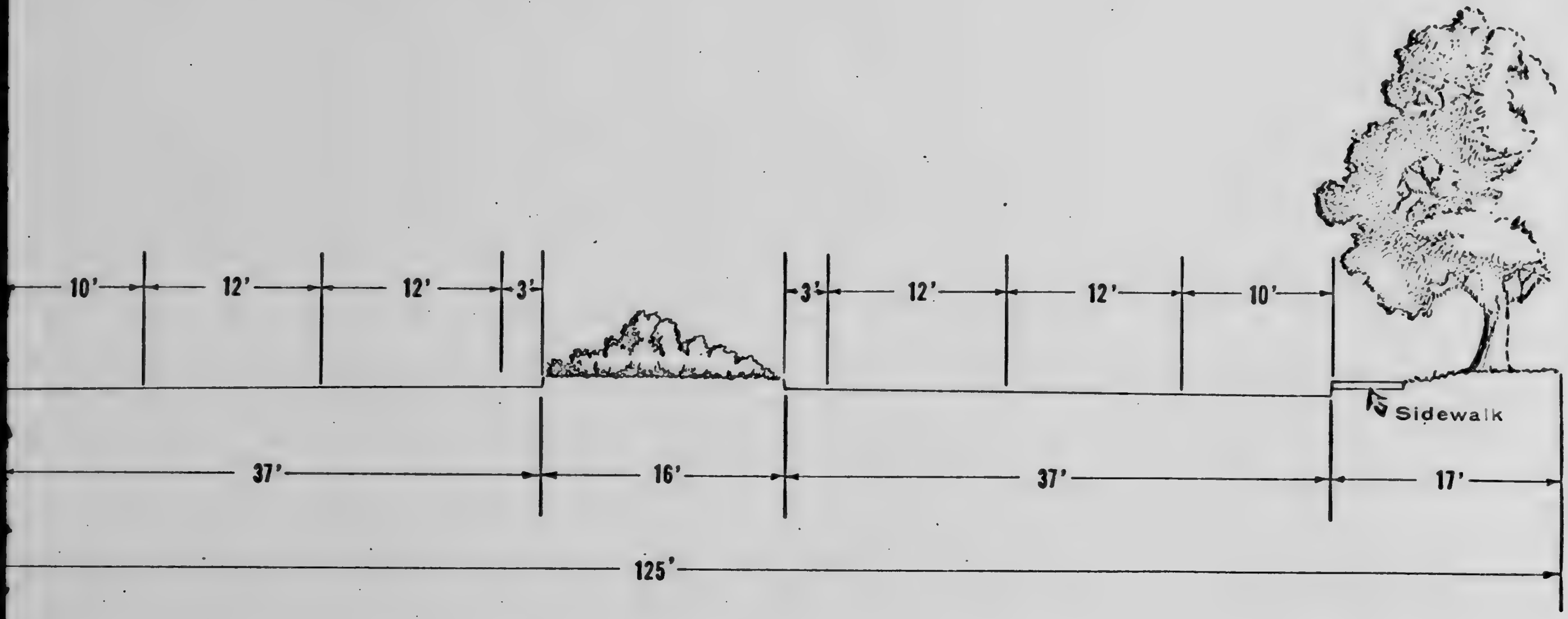
URBAN ARTERIAL STREET SECTION
MACADAM AVENUE (OSWEGO HIGHWAY)
CITY OF PORTLAND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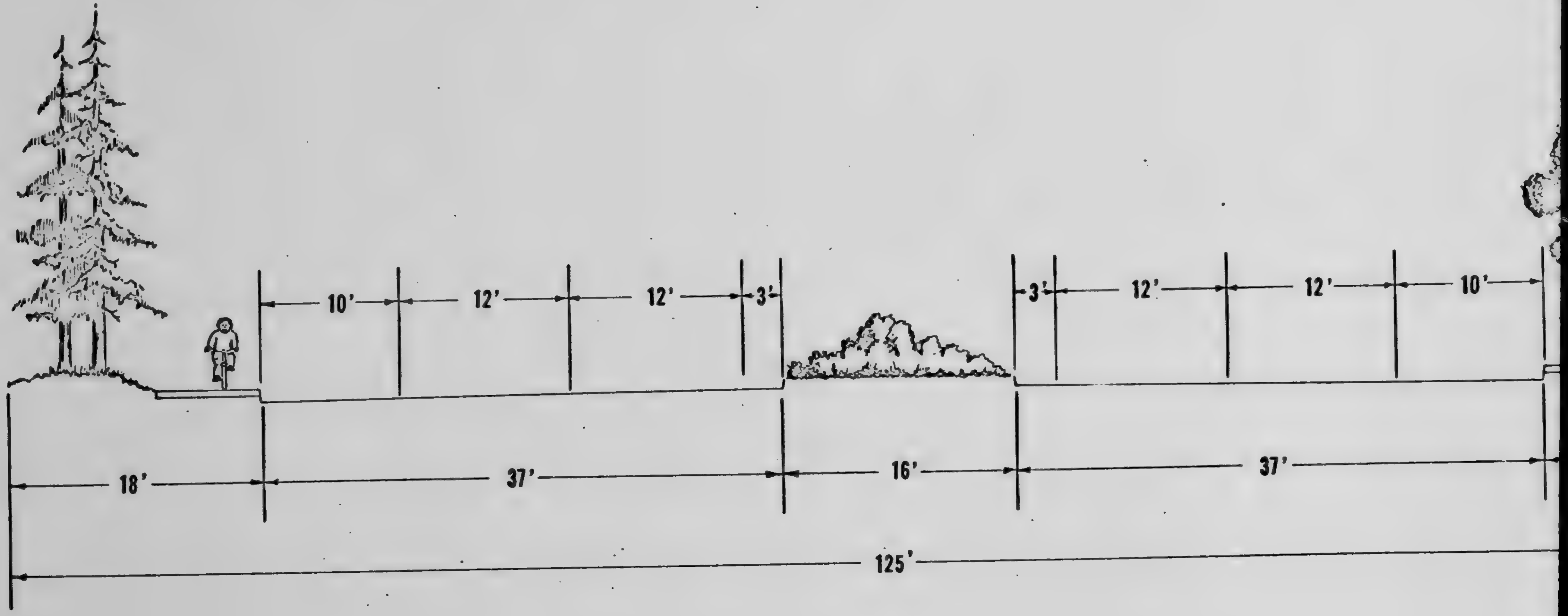
URBAN ARTERIAL STREET SECTION
MACADAM AVENUE (OSWEGO HIGHWAY)
CITY OF PORTLAND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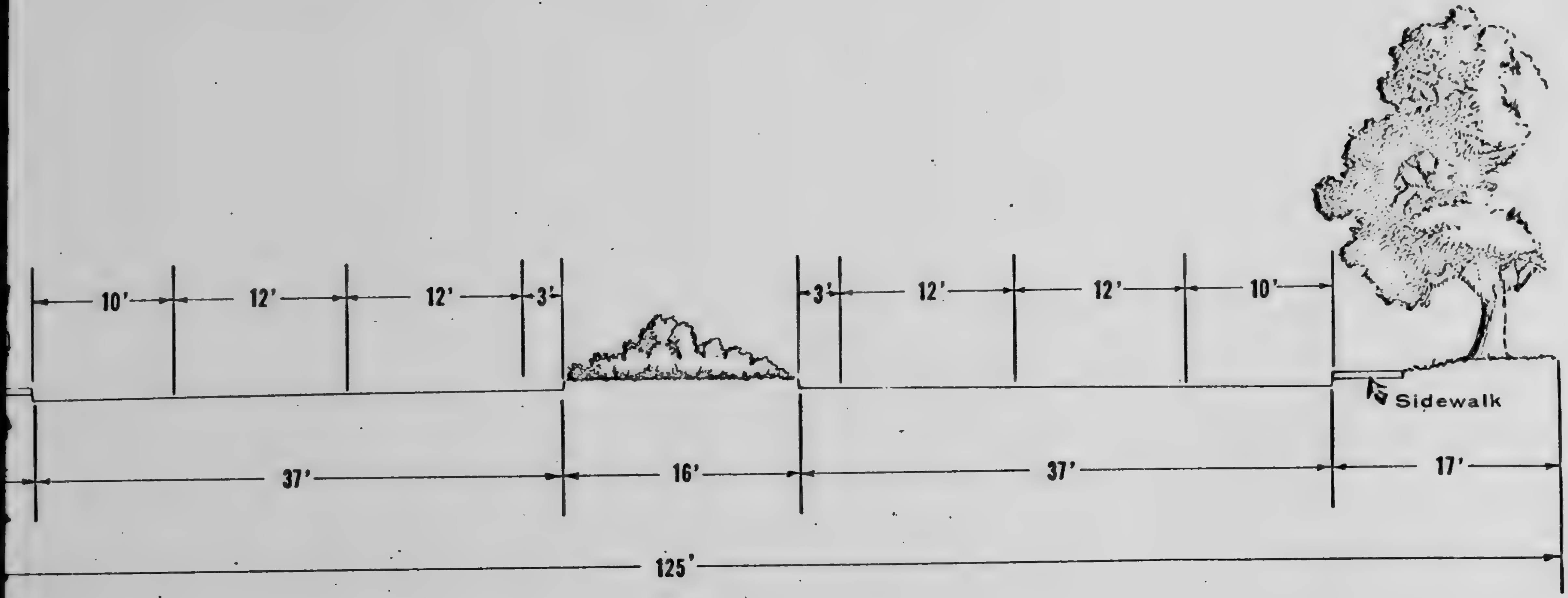
URBAN ARTERIAL STREET SECTION
MACADAM AVENUE (OSWEGO HIGHWAY)
CITY OF PORTLAND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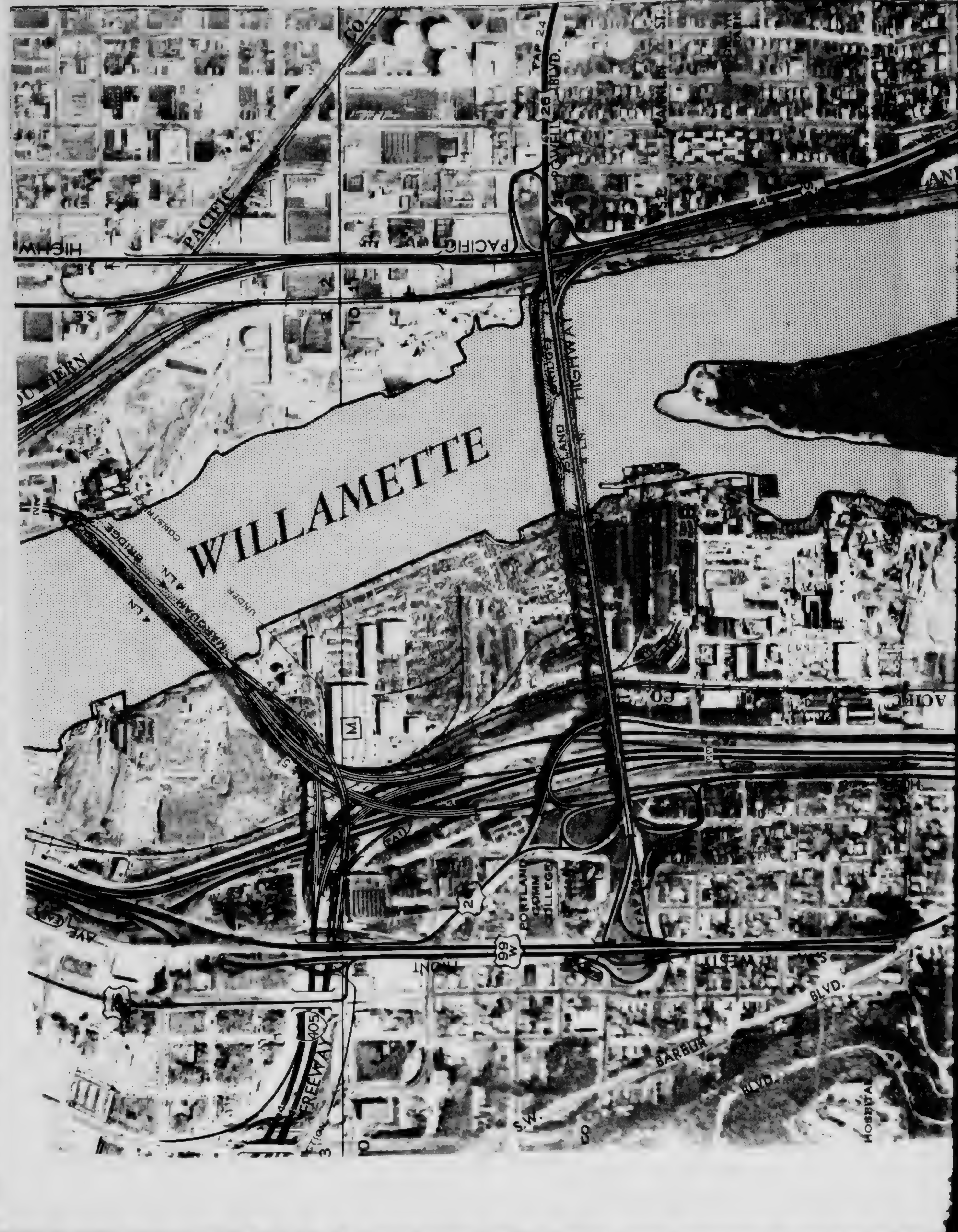
URBAN ARTERIAL STREET SECTION
MACADAM AVENUE (OSWEGO HIGHWAY)
CITY OF PORTLAND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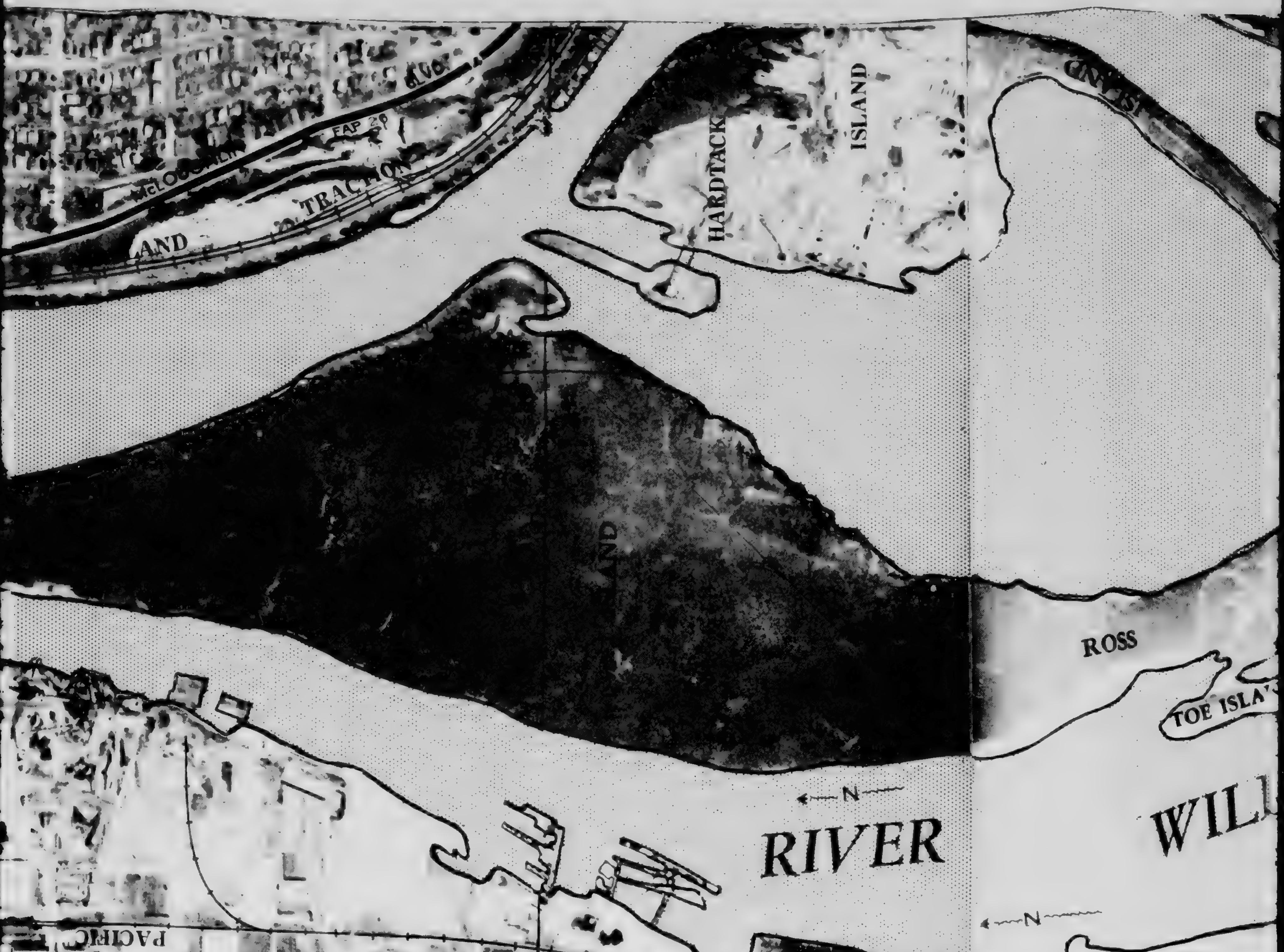
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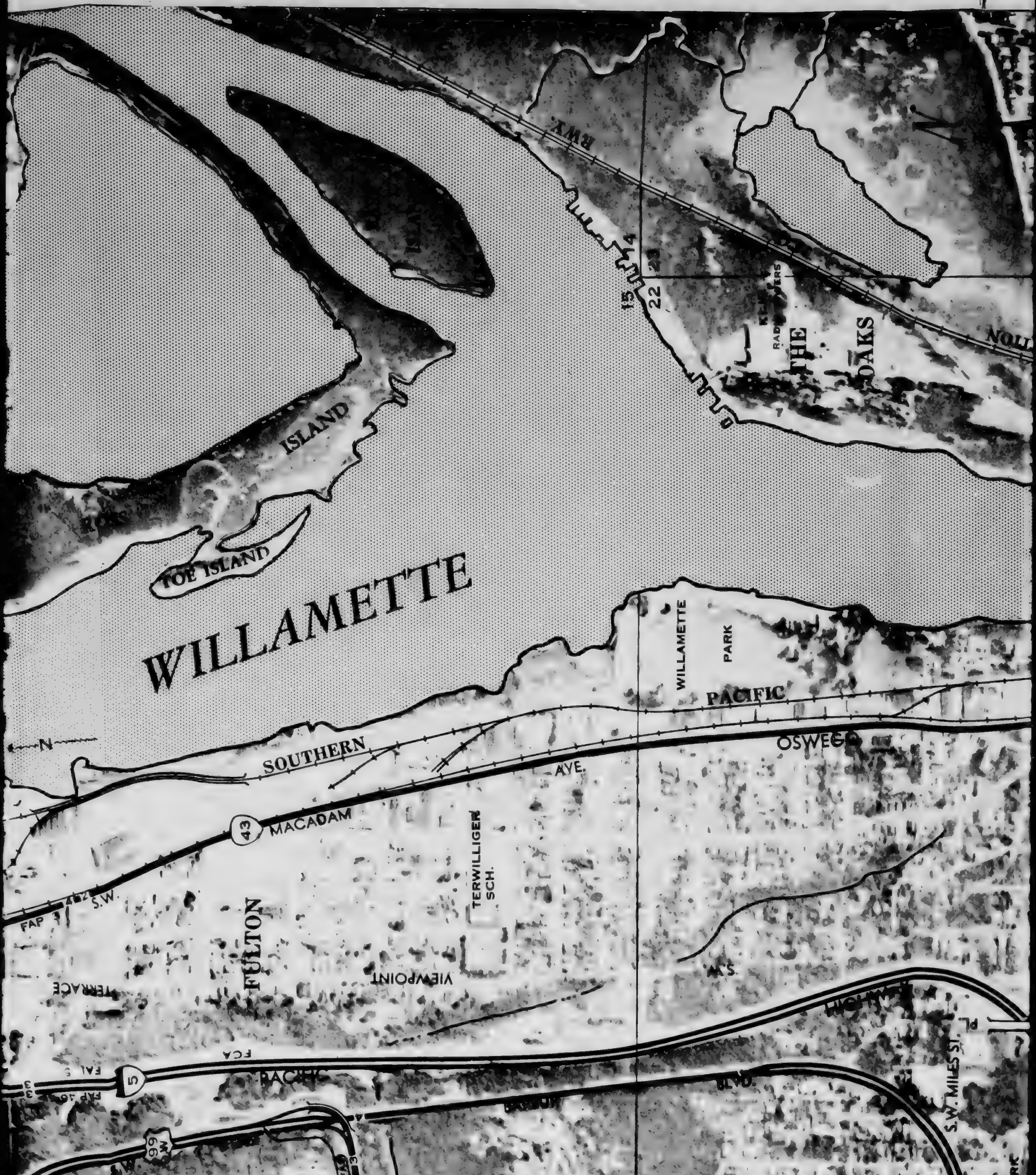
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VIEWPOINT
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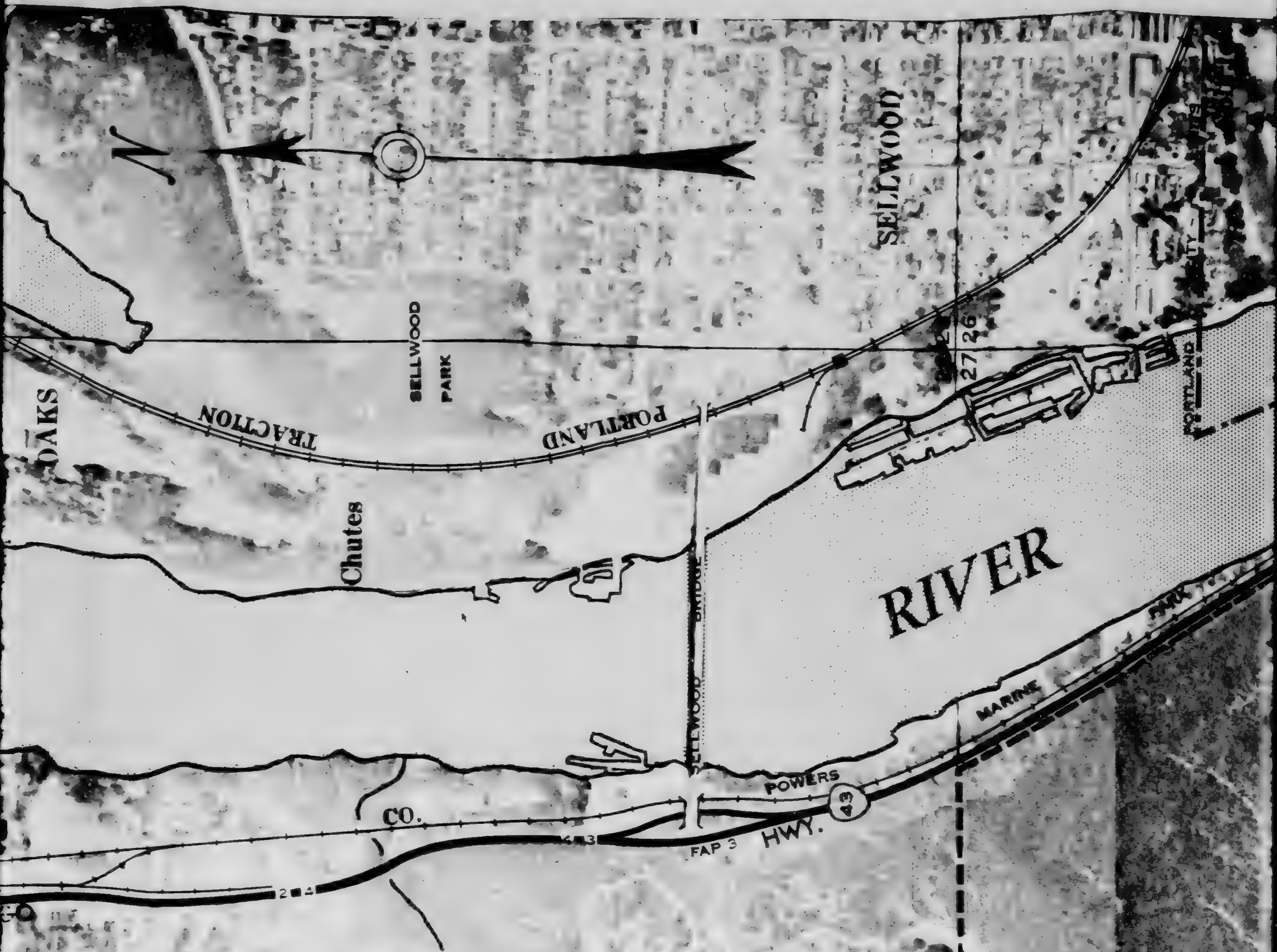
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SELLWOOD PARK
PORTLAND TRACTION
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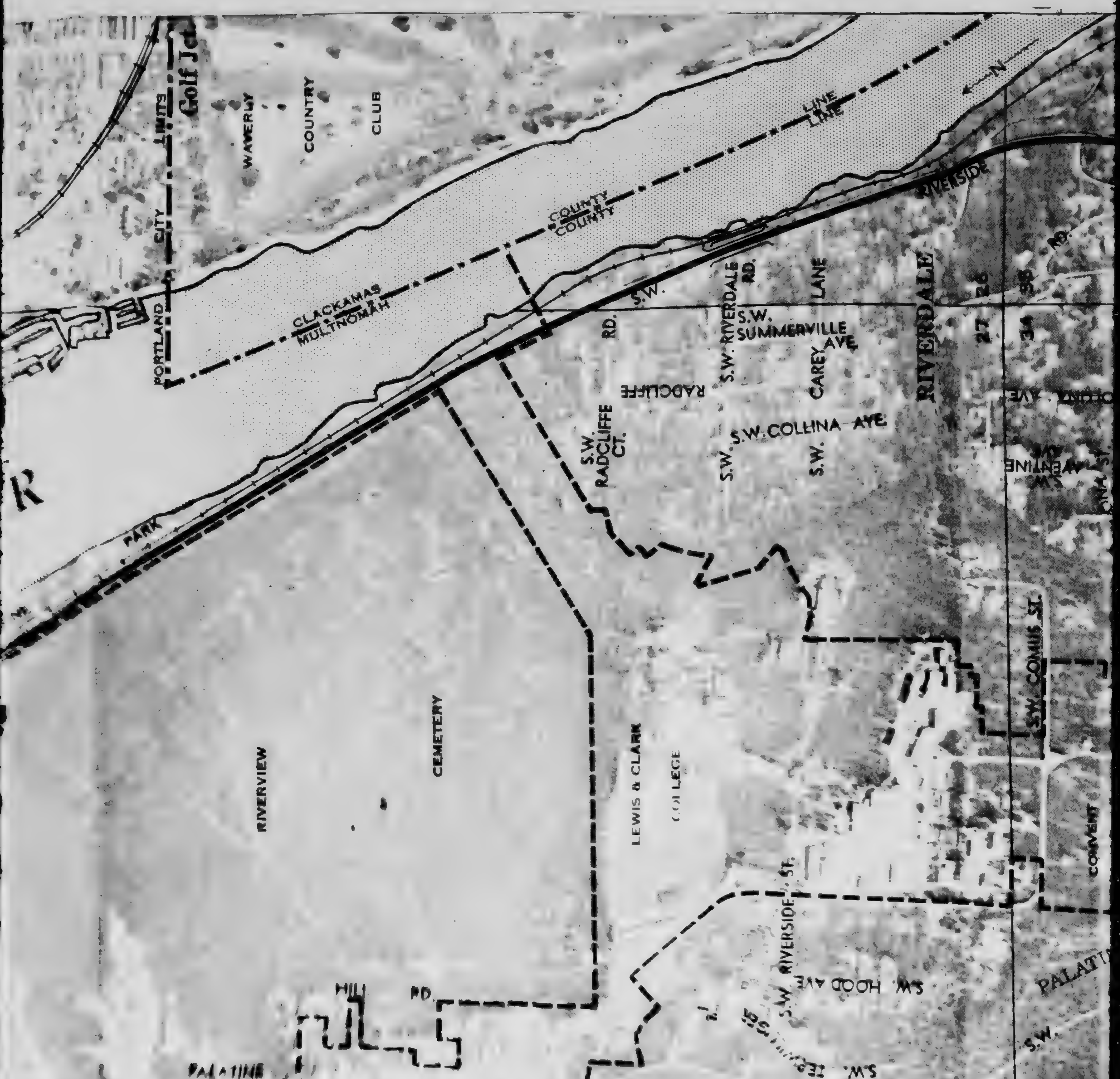
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PORTLAND CITY LIMITS
WAVERLY COUNTRY CLUB
CLACKAMAS COUNTY LINE
MULTNOMAH COUNTY LINE
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S.W. RIVERDALE RD.
RADCLIFFE RD.
S.W. SUMMERVILLE AVE.
LANE
CAREY AVE.
RIVERDALE
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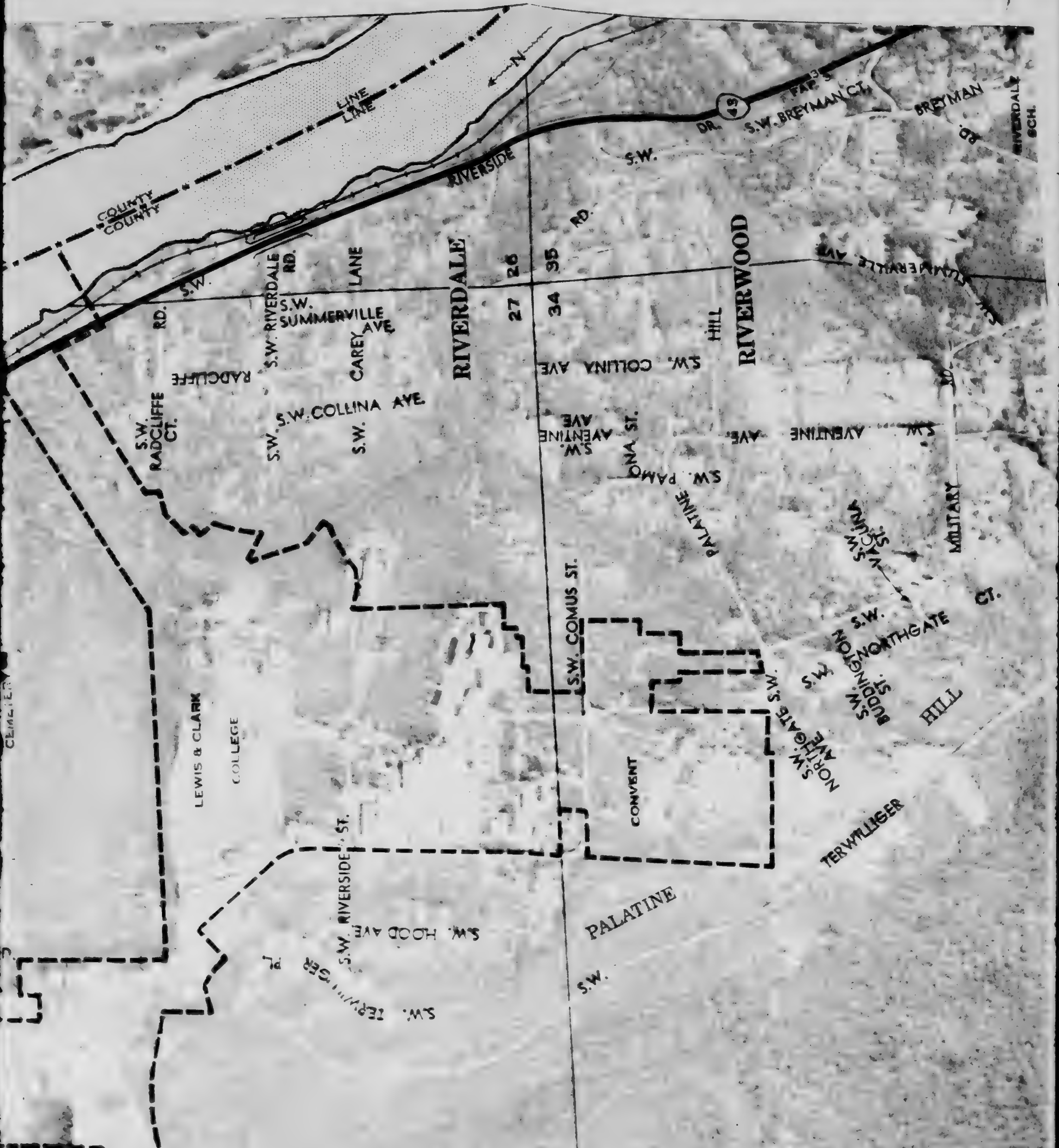
S.W. RADCLIFFE CT.
S.W. COLLINA AVE.
COLLINA AVE
S.W. AVENTINE AVE
S.W. COMUS ST.
RIVERVIEW CEMETERY
LEWIS & CLARK COLLEGE
S.W. RIVERSIDE ST.
S.W. HOOD AVE
S.W. TERWILLIGER
HILL RD.
PALATINE
S.W. PALATINE
CONVENT
28
34



COUNTY LINE
COUNTY LINE
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S.W. RIVERSIDE DR.
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FAP 3
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S.W. SUMMERVILLE AVE.
S.W. RADCLIFFE RD.
RADCLIFFE
S.W. RADCLIFFE CT.
CAREY LANE
S.W. COLLINA AVE.
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29
34
LEWIS & CLARK COLLEGE
CEMETERY
CONVENT
S.W. NORTHGATE AVE.
S.W. NORTHGATE CT.
S.W. BUDDINGTON ST.
HILL
TERWILLIGER
S.W. PALATINE
S.W. RIVERSIDE ST.
S.W. HOOD AVE
S.W. TERWILLIGER PL

3

Salem, Oregon
October 5, 1971

Lowell Street-Portland Urban Limits
Oswego Highway
Multnomah County

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

Hall
A. Olson
Wills

RECEIVED

DESIGN
SECTION

Scott
Swenson
R. Olson

Other

Reference is made to Mr. John Gray's letter of September 9 in regard to a possible pilot project for improvement of Macadam Avenue through property in his proposed John's Landing Project. This would be approximately 1300 feet in length and would run from the vicinity of S. W. Sweeney to S. W. Iowa.

We have estimated the four-lane, landscaped street section on 125 feet of right of way, as Mr. Gray suggested, and also the minimum four-lane section which was laid out on our original survey. In the first instance, an additional 45 feet of right of way will be required plus, presumably, the elimination of the railroad from this area northerly. No right of way or railroad removal was anticipated under the field plan.

The 1300 feet of wide street section is estimated approximately at $300,000, and the minimal four lane section is estimated approximately at $65,000.

The estimate for the wide section included only $100,000 for right of way since we assumed that we would be purchasing vacant land, the buildings being removed as not compatable with the proposed local development. No estimate was made for landscaping, railroad removal or relocation outside of the limits of the project.

A copy of an artist's conception of the wider section is attached. If further data is required please advise.

Frank L. Hall
Design Engineer

By ADOlson
A. D. Olson
Preliminary Design Engineer

ADO:jp

COMARK INDUSTRIES

CORPORATE OFFICES

2100 S. E. MILPORT ROAD, PORTLAND, OREGON 97222 TELEPHONE: 503/654-6531

July 21, 1971

[illegible] ENGINEER

Mr. Glenn L. Jackson, Chairman
State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Glenn:

Subject: Southwest Macadam Avenue and
the Johns Landing Project

Dear Glenn:

I last wrote you under date of May 25, 1971 concerning the problem of Southwest Macadam and its effect on our planned project. Since your response of May 26, 1971 we have had two meetings with your Fred Klaboe with the last one being yesterday.

At yesterday's meeting, Mr. Klaboe presented the plan that we would strongly urge that the State and the City adopt as the final plan after you go through your normal hearings and procedures. This plan is referred to as Drawing 8B-28-17, Southwest Lowell Street-Portland City Limits, Oswego Highway Plan 1A.

The essence of this plan is that it utilizes the existing Macadam right-of-way for its entire length but calls for a 125-foot wide corridor. The northerly half of the proposed plan calls for new right-of-way to be obtained primarily on the westerly side while the southern portion of the proposed plan calls for the right-of-way to be acquired primarily on the easterly side of Macadam. We think this proposed concepts has a number of excellent features:

1. It utilizes what exists but by right-of-way acquisitions greatly enhances the total area as it is not re-routed through a residential area which would be very upsetting.

.....

Subject: Southwest Macadam Avenue and the Johns Landing Project

2. Property acquisition along the northern portion would be relatively easy as our group already owns a goodly portion of this. The southern highway acquisition on the east side of Macadam would be more difficult would serve a real purpose as it would take out a number of marginal warehouses and buildings which, in my estimation, should ultimately come down and I think would be in concurrence with the City's long-range plans for the area.

3. The proposed plan does not disrupt or involve any housing in the area, except two houses which face directly on Macadam which I have to think are owned by a business investor probably for speculative purposes.

4. The proposed corridor of about 125 feet does a beautiful job of enhancing this approximate 2-mile drive through Portland and provides for a very safe 4-lane road with a wide center divider which would be excellent left-turn refuges and also for a tree-planted meridian strip. It also provides space for a landscaped shoulder which again could be planted to trees. With this width it is possible 20 or 30 years possible to get 6 lanes if 6 lanes are desirable and provided 6 lanes can be handled as you go out towards Lake Oswego.

5. This proposed plan, properly landscaped and developed, would be the cheapest way to proceed to provide the area with what we all know is required. By doing it in this manner, it also provides satisfactory and pleasing visual and environmental need leaving and entering the City of Portland.

We urge that the State Highway Commission seriously study this proposed plan and we recommend that you adopt this approximate plan. We understand that your long-range planning is committed out for at least five years and we urge that you take a look at your priorities and see if this project could be advanced.

If there is absolutely no way and if it is absolutely impossible to do any construction on this program within the next several years, we would urge at least the finalization of the plan and acquisition of the necessary right-of-way so

.....

Subject: Southwest Macadam Avenue and the Johns Landing Project

that all concerned property owners can plan ahead and will know that this is going to happen. It would save the State from having to buy at a later date costly land after different owners make substantial improvements to generally currently rundown properties.

Another reason for urgency is that we feel a master plan for Macadam is essential for the City of Portland and for the Portland Development Commission which has expressed interest in getting its neighborhood development program going in the Terwilliger area which is the small residential area located just to the west of Southwest Macadam. I know too that Lloyd Keefe is anxious to see this area go to residential and parks and that he is currently confronted with some undesirable zone change applications which would go in a contrary direction.

The Johns Landing project also needs a very definitive answer because we are in the midst of our planning on both sides of Macadam and obviously do not desire to construct any new facilities which have any risk of being taken out by right-of-way acquisition in the next several years. We much prefer that this acquisition take place in the immediate months ahead so that we can all make sensible plans.

If you find that by reallocating priorities that you could construct, let us say, the northern one mile of this widening, we would urge that this be done to serve as an example of what is to be accomplished in the over-all plan. This would also complete the highway widening in the areas affected by Johns Landing and we could work in cooperation with this type of construction.

When you have a spare moment, I'd be more than pleased to bring some maps and drawings down to your office to show you the concept of Johns Landing and how this project will be a major catalyst in inflencing change in this southwest part of Portland. Incidentally, the only right-of-way the Commission has acquired to our knowledge, is a little piece just where Macadam comes under I-5 and again at the other end down near the Sellwood Bridge. For two miles in between Mr. Klaboe stated there has been no right-of-way acquisition.

Thanks for your consideration and I sincerely hope we can move this project along expeditiously.

Sincerely,

John D. Gray
Chairman

Letter in duplicate (see attached)

Mr. Glenn L. Jackson
July 21, 1971

Subject: Southwest Macadam Avenue and the Johns Landing Project

Original Ltr to Portland Office
c/o Pacific Power & Light Company
Public Service Building
Portland, Oregon 97204

cc: Mr. Glenn L. Jackson - Salem Office
Mr. Fred Klaboe - Salem Office
Commissioner Lloyd Anderson - Portland

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT

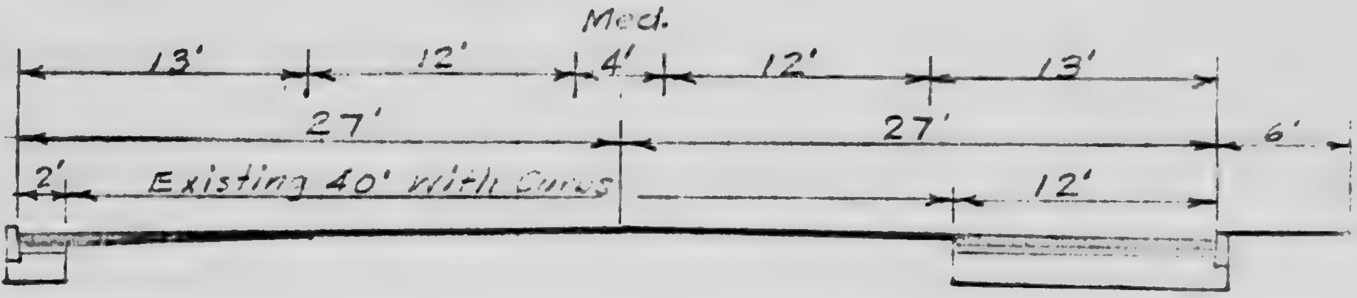
TABULATION SHEET
SHEET .... OF .... SHEETS

ESTIMATE

OSWEGO HIGHWAY
(Macadam Ave.)
1300' Between Sweeney and Hood Oct. 4 1971

			Unit	Net	Allow	Gross	Price	Amount
Clearing and Grabbing								
Grading			C.Y.	2,022	25%	2,540	1.85	4,699
Curb	Rem.		Lin.Ft.	2,600		3,250	1.00	3,250
S.W. &	Driveway Rem.		Sq.Yd.	1,295		1,620	1.50	2,430
C.B.	Rem.		Ea.	9		11	35.00	385
New.	C.B.		Ea.	9		11	200.00	2,200
Adj.	M.H.		Ea.	7		9	100.00	900
8" Sewer Pipe			Lin.Ft.	350		438	3.50	1,533
New	S.W.		Sq.Yd.	795		996	4.75	4,731
Conc.	in Curbs		C.Y.	81		101	45.00	4,545
Material in Base			T.	2,211		2,764	2.00	5,528
"	" Leveling Crse.		T.	207		260	2.00	520
Sprinkling			M-Gal.	44		55	3.00	165
A.C.			T.	1,183		1,480*	8.25	12,210
								46,746
						+40%		18,254

$ 65,000.



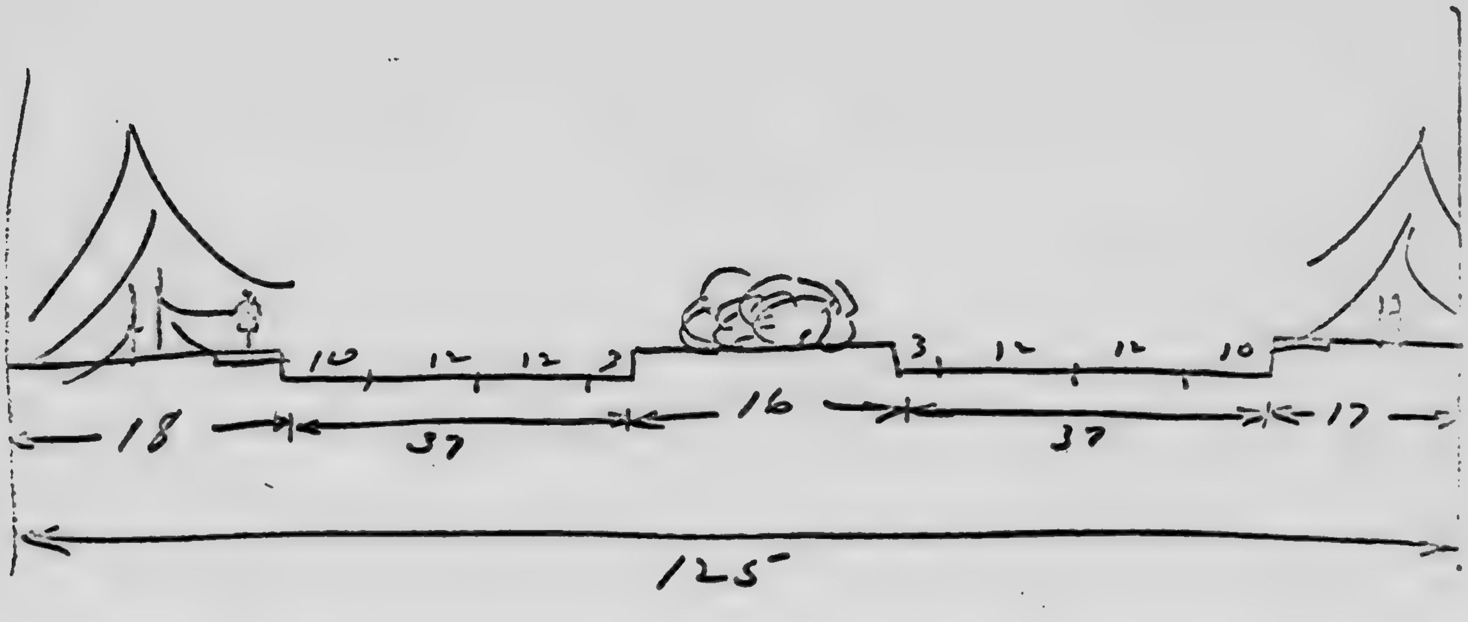
TYPICAL SECTION

9-21-71

Grading.	5.14	C.Y.	1.85	=	9.51
Pvmt Rem.	5.556	sq. yd	1.75	=	9.72
Curb Rem.	2.5	Lin Ft.	1.00	=	2.50
S.W. Rem.	1.5	sq. yd.	1.50	=	2.25
Paving	74	sq. ft.	0.5204	=	60.7[illegible]
Curbs	4	Lin. ft.	2.009	=	8.04
S.W	1.5	sq. yd.	4.75	=	7.1[illegible]
Drainage	1.25	Lin. Ft.	5.50	=	[illegible]
					106.74
			+40%		43.26
					150.00

1300' × 150.00 = $195,000
R/W → 100,000
$295,000 - say $300,000.

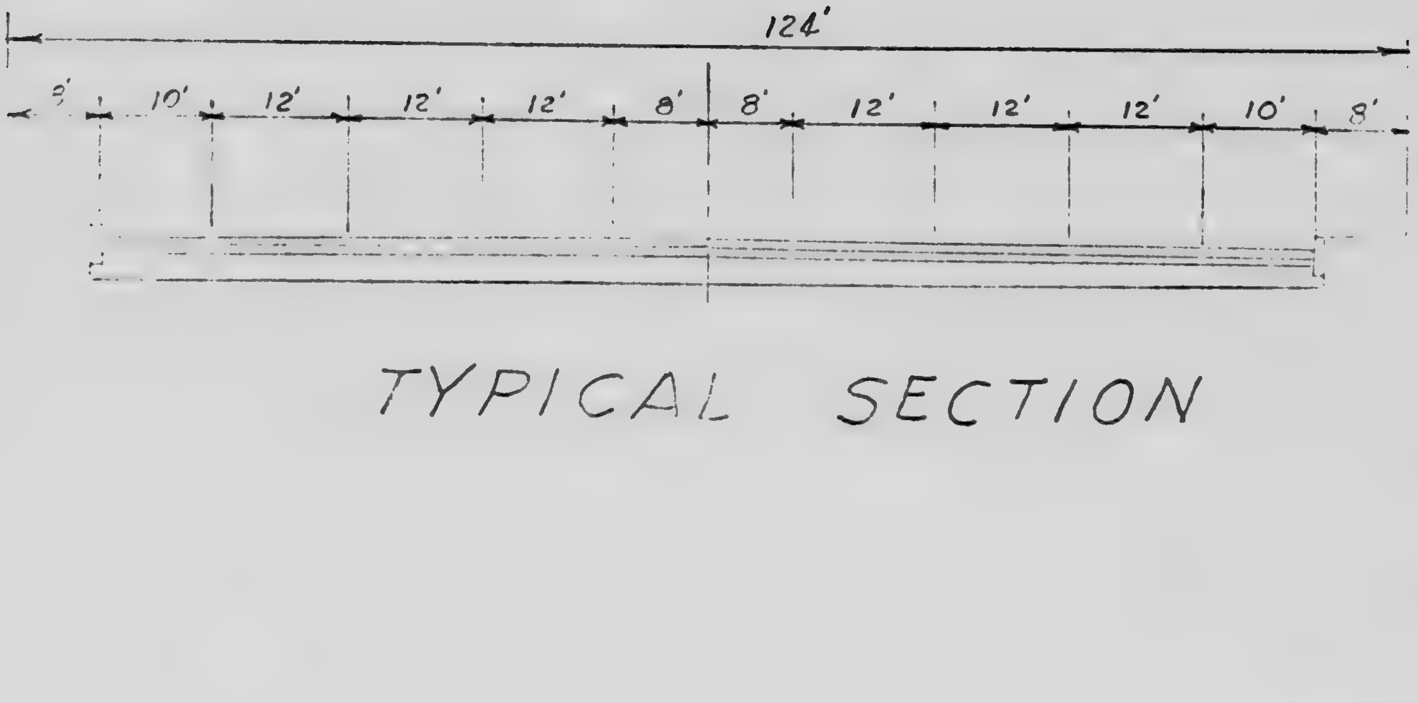
Existing R/W - 80'
Required 45' additional
45 × 1300 = 58,500 sq. ft. = 1.34 A. @ $1-$2/ft² = $100,000



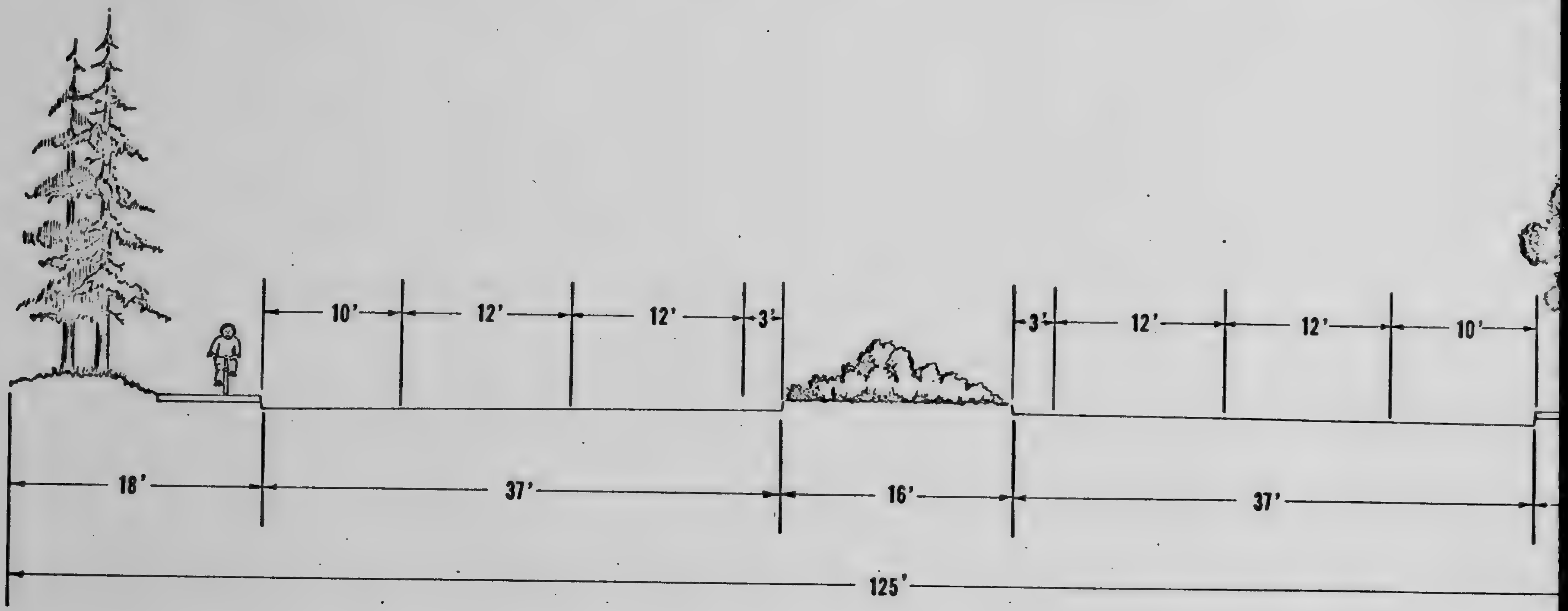
[illegible] (REV. 9-70) [illegible] Dated reply to John Gray

S.W. SEYMOUR CT

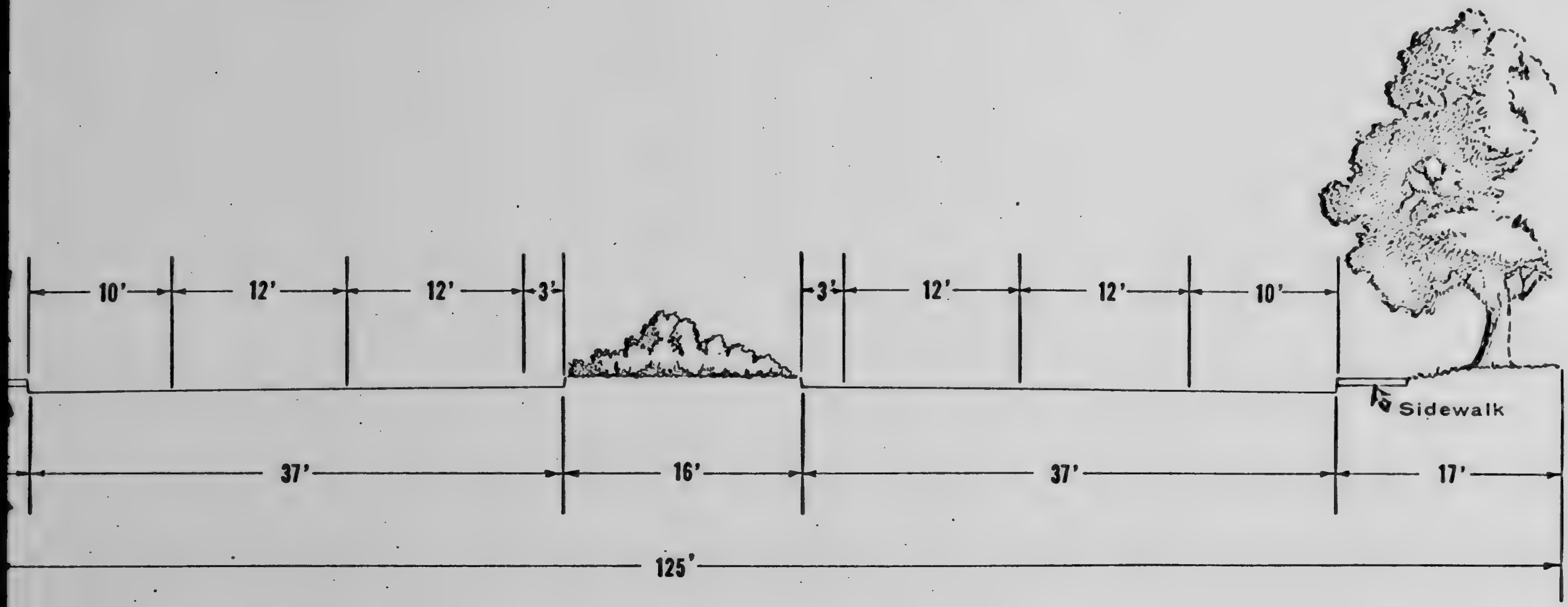
Plan 1A


124'
8'
10'
12'
12'
12'
8'
8'
12'
12'
12'
10'
8'

TYPICAL SECTION


10'
12'
12'
3'
3'
12'
12'
10'
18'
37'
16'
37'
125'

URBAN ARTERIAL STREET SECTION
MACADAM AVENUE (OSWEGO HIGHWAY)
CITY OF PORTLAND


10'
12'
12'
3'
3'
12'
12'
10'
Sidewalk
37'
16'
37'
17'
125'

URBAN ARTERIAL STREET SECTION
MACADAM AVENUE (OSWEGO HIGHWAY)
CITY OF PORTLAND

RECEIVED
SEP 29 1971
FOR FILING

9183

September 28, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: FAU-49(5)
Your File 08-35.5

Dear Mr. Simpson:

Acquisition of right of way has progressed on the Lowell Street to Portland South City Limits Section of the Oswego Highway. Thank you for reminding us that the five-year period may elapse prior to construction on the project. It is our intention to commence some work prior to the July 1, 1973 deadline.

The utilities along this section can be moved with beneficial effect and there are other improvements we are considering which would satisfy construction requirements.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc F. B. Klaboe
F. L. Hall
L. H. Young
T. W. Litchfield

LHY:dg/FBK: ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 17, 1971

In reply refer to: 08-35.5

L. R. Backlund

FROM for: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Right of Way for Federal Aid Projects Placed Under Agreement From July 1, 1965 through June 30, 1966.

A review of projects placed under agreement during the period indicated under the subject matter shows that on project U-49(5), Lowell Street to Portland South City limits, construction has not started. In accordance with regulations, construction must be started on the Right of Way covered by this project prior to July 1, 1973 or repayments will be required pursuant to the project agreement.

We would appreciate being advised of your plans concerning this project.

cc:
S P Huff

NOTED
D N CHASE

L Hy
Report

NOTED
TOM EDWARDS

RECEIVED
SEP 2 1 1971
PROGRAM & PLANNING
DIVISION

Chase
w here
How much $

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE
HIGHWAY DIVISION

3

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 16, 1971

Portland City Limits - Oswego
Oswego Hwy
Multnomah Co

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon

1 A. Olson
2 Wills
Hackleman
Terpin

RECEIVED
SEP 17 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File
Keep
Return To

Dear Mr. Jackson:

Enclosed is a suggested reply to John Gray concerning his request for a boulevard type of project on Macadam Avenue.

As you may recall, this is the matter we discussed recently, and it was the Commission's decision to proceed only with our original plan, which called for a minimum four-lane section.

I suggest that you tell Mr. Gray we will review the matter, and we can decide at the preagenda meeting on October 19 which course of action we should take. We will have by that time comparative estimates of what we have had in mind and what Mr. Gray desires.

Very truly yours,

A. L. Porter
State Highway Engineer

ALP:fn

Enc.

cc Tom Edwards
F. B. Klaboe ----- Will you please prepare a guesstimate of the project Mr. Gray has requested along Macadam Avenue as compared to the minimal project we have in mind. I would like to have these figures a few days before next Commission meeting.
Victor D. Wolfe
F. L. Hall
Robert Schroeder

$2,760,000
$1,360,000

Form E-123

[illegible]
answer that
I plan use
G.

OMARK INDUSTRIES

CORPORATE OFFICES

2100 S. E. MILPORT ROAD, PORTLAND, OREGON 97222 TELEPHONE: 503/654-6531

September 9, 1971

Mr. Glenn L. Jackson, Chairman
State Highway Commission
State of OREGON
Highway Building
Salem, Oregon 97310

Dear Glenn:

Subject: Widening of Southwest Macadam - Johns Landing Project

On August 26, 1971 I had another good meeting with Mr. Porter and with Mr. Klaboe in Salem. I fully appreciate the priorities and current lack of funding.

However, it is becoming critical to our own planning to definitely get a fix on the long-range plans for widening S. W. Macadam Avenue beyond what you can do in your existing right-of-way which I think everyone agrees would be just a temporary measure.

Thus, I urge that serious thought be given to efficient engineering works so that an agreed-upon right-of-way strip could be fixed even though you may not have the funds for acquisition. This would permit property owners such as ourselves to know that at "X" years in the future we would have to plan on the loss of so many feet and thus would not put buildings or high-cost structures on those portions of the property.

I would also urge that you give serious thought to cooperating with us in widening and landscaping a portion of S. W. Macadam to serve as a pilot example of what the street can eventually look like. This could be done with reasonably low-cost to the State by within the next year just doing the proper widening and landscaping but not incurring land acquisition costs. We would be pleased to enter into an agreement whereby our property to be included in the right-of-way and which was to be paved or landscaped would undeniably become the State's and a fair valuation schedule could be worked out with payment to be made when funds were available.

.....

Mr. Glenn L. Jackson
September 9, 1971
Page two ...

Subject: Widening of Southwest Macadam - Johns Landing Project

I suggest this now because starting in the summer of 1972 we hope to begin some actual construction and will be on the southern end of our property. In that area we do own and control approximately 1,300 feet on both sides of Southwest Macadam. This is an area which runs from about 200 feet south of S. W. Sweeney and Macadam to about 50 feet south of the junction of S. W. Iowa and S. W. Macadam. This is a length of road which is sufficiently long which could be improved and landscaped to its ultimate goal and you would be dealing with just one property owner who is more than anxious to cooperate and set a pace for that part of Portland. It would also be a clear indication to other property owners as to what is likely to happen to S. W. Macadam.

Unfortunately I'm going to be out of the office on a trip to Europe until October 12, 1971 but I sincerely request that you and your technical staff give some thought to this and I would like very much to personally show you the area and our project at that time. By then our master plan of development should be much more finalized and we can show you our proposed egress and ingresses onto Macadam.

What I eventually hope to see on S. W. Macadam is a tree-lined boulevard with a landscaped meridian strip as we have in certain parts of the south auditorium renewal area. That would make a great entrance into Portland from the Sellwood Bridge and I think it is an opportunity that we must take advantage of.

Thanks for your help.

Sincerely,

John D. Gray
Chairman

Copy to
Mr. Glenn Jackson
Pacific Power & Light Co.
Public Service Building
Portland, Oregon 97204

cc: Roderick L. Porter, State Highway Engineer
Lloyd Anderson, Portland City Councilman

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Original Est. Revised Sept. 20, 1971

Plan "A" Interchange at Taylors Ferry Rd.

Plan No 2. Sellwood Bridge

4 Lanes

Grade & Pave.	865,000
Struct.	388,000
R/W (Purchased)	
Signing	40,000
Landscape	64,000
Total.	$1,357,000

w/ interchange at Taylors Fry Rd

$850,000 w/ channelization

Plan 1-A Macadam Ave June 24, 1971

6 Lanes

Grade & Pave.	2,450,000
Struct.	520,000
R.R. Rev.	260,000
R/W	2,530,000
Total	$5,760,000

RECEIVED
AUG 18 1971
FOR FILING

9183

August 12, 1971

Mr. John D. Gray, Chairman
Omark Industries
2100 S. E. Milport Road
Portland, Oregon 97222

Dear Mr. Gray:

We can meet with you on the Macadam Avenue matter at any convenient time. If you would care to come to Salem and could let us know a day or two in advance, we will arrange our schedule to fit your convenience.

If you would prefer to meet in Portland, please let us know a date and we will plan accordingly.

It would be preferable if Fred Klaboe could be present and he will be away from the office August 16-20, so any other time will be fine with us.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. L. Hall
Robert L. Schroeder

OMARK INDUSTRIES

CORPORATE OFFICES

2100 S. E. MILPORT ROAD, PORTLAND, OREGON 97222 TELEPHONE: 503/654-6531

August 5, 1971

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Thank you for your letter of July 30, 1971 and the prompt consideration the Commission gave to our request. When we were talking with Mr. Klaboe he of course made it very clear that obviously the Commission did not have funds and that none were in sight for, I think, it was at least a 5-year period.

I still feel it would be most prudent if the State Highway Commission could, in some way for the next year or so, provide some funds for right-of-way acquisition so that you can eventually acquire the property needed to fulfill a long-range plan.

My concern is that if nothing is done or announced then people to the south of us on Macadam will, from time to time, make substantial improvements in currently rundown property. This property then will have to be acquired by the State at very high prices after new improvements are added and I just hate to see that happen.

In connection with our own Project - Johns Landing - we, over a period of years, will be making a capital investment on the land we control of approximately $30,000,000 and of course we must be able to plan where our buildings go so that they are not taken out by the widening of Macadam - let's say five or ten years from now.

Thus, I would like to meet with you again to discuss the minor widening of Macadam to be a stopgap until such time as a new highway program is prepared.

.....

I'd be glad to come to Salem to meet with you or perhaps sometime when you are in the Portland area we can get together. Please let me know what your schedule is and I'll see what I can fit in from my end, as I would like to continue to pursue the various possibilities.

Sincerely,

John Gray

John D. Gray
Chairman

RECEIVED
AUG 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 - 1971

FOR FILING

9183

July 30, 1971

Mr. John D. Gray, Chairman
Ozark Industries
2100 S. E. Milport Road
Portland, Oregon 97222

Dear Mr. Gray:

Reference is made to your letter of July 21 addressed to Mr. Glenn L. Jackson concerning the Southwest Macadam Avenue and the Johns Landings projects.

The State Highway Commission considered the proposal to widen existing Macadam Avenue in accordance with Plan 1A. While they agree that this plan has merit, they are unable to commit the approximately $6 million required for its implementation.

Under the circumstances, they have instructed me to consider our original plan for Macadam Avenue (which consisted of minor widening on each side of the existing four-lane facility) at such time as a new highway program is prepared.

The mosaic of the area which you kindly provided us is returned.

If you wish to discuss the matter further, we will be glad to meet with you at any convenient time.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. L. Hall
Robert Schroeder

FBK:srb fn

OMARK INDUSTRIES

CORPORATE OFFICES

2100 S. E. MILPORT ROAD, PORTLAND, OREGON 97222 TELEPHONE: 503/654-6531

July 21, 1971

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Highway Building
Salem, Oregon 97310

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Subject: Southwest Macadam Avenue and the Johns Landing Project

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Subject: Southwest Macadam Avenue and the Johns Landing Project

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Another reason for urgency is that we feel a master plan for Macadam is essential for the City of Portland and for the Portland Development Commission which has expressed interest in getting its neighborhood development program going in the Terwilliger area which is the small residential area located just to the west of Southwest Macadam. I know too that Lloyd Keefe is anxious to see this area go to residential and parks and that he is currently confronted with some undesirable zone change applications which would go in a contrary direction.

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Thanks for your consideration and I sincerely hope we can move this project along expeditiously.

Sincerely,

John D. Gray
Chairman

Letter in duplicate (see attached)

Mr. Glenn L. Jackson
July 21, 1971

Subject: Southwest Macadam Avenue and the Johns Landing Project

Original Ltr to Portland Office
c/o Pacific Power & Light Company
Public Service Building
Portland, Oregon 97204

cc: Mr. Glenn L. Jackson - Salem Office
Mr. Fred Klaboe - Salem Office
Commissioner Lloyd Anderson - Portland

L.

3

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 9, 1971

SUBJECT: S. W. Lowell Street
Portland City Limits
Oswego Highway
Multnomah County

To: Frank Hall
Design Engineer
Salem

Attention: Don Stoudenmeyer

Transmitted is a copy of Mr. Knowlton's letter of July 9, 1971, on this section of the Oswego Highway. Right-of-way for plan 1A is estimated to cost $2,530,000 and plan 2A, $2,130,000.

We have not made an on-the-ground review of this proposal. If this is desired, please advise.

R. L. Schroeder
Metropolitan Engineer

by J H Versteeg
J. H. Versteeg
Assistant Metropolitan Engineer

JHV:cw
Attachments

cc: Gary Knowlton
James McClure

Scott
Swanson

DESIGN SECTION
Keep
Return
Other

SP*52475-734

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

5821 N. E. Glisan Street
July 9, 1971

SUBJECT: S. W. Lowell Street -
Portland City Limits
Oswego Highway
Multnomah County

To: Mr. Robert L. Schroeder
Metropolitan Engineer
BUILDING

Attention: Mr. J. H. Versteeg
Asst. Metro Engineer

The estimates on subject highway have been prepared according to your letter of June 28.

The North and South ends of the project are identical but the maps do not correspond exactly, either in coloring or areas. The coloring has been ignored but the property at Sta. 123 to 125 has been made to read 7900 sq. ft. on both maps. Also, the property at Sta. 125+00 (File 35766) was colored in on Plan 2A. I have not included this piece because it is State-owned. Another piece already owned by the State is at Sta. 187+00 (File 35867). I have not included this property in the estimate either.

There is a moorage on the Willamette River in the vicinity of Stations 200+00 to 205+00. I am assuming there will not only be access, as mentioned in your letter, but also some parking available for those living on houseboats.

I return two each of the three map prints that you sent. Please contact me if there are any questions.

Apply $2,530,000. to Plan 1A and $2,130,000. to Plan 2A.

Gary M. Knowlton
GARY M. KNOWLTON
LIAISON AGENT

GMK:RR

Enc. (4)

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METROPOLITAN ENGINEER
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Form E-49

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JUL 21 1971
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Oswego Highway
Estimates

file

[illegible] St.–Portland City Limits

June 24, 1971

9183

Plan 1-A By Macadam Ave.

Construction	2,450,000
Structures	520,000
Railroad Revision	260,000
Right-of-way	2,530,000
Total	$5,760,000

Plan 2-A By Virginia Ave.

Construction	2,610,000
Structures	420,000
Railroad Revision	260,000
Right-of-way	2,130,000
Total	$5,420,000

RECEIVED

7183

OMARK INDUSTRIES

CORPORATE OFFICES

2100 S. E. MILPORT ROAD, PORTLAND, OREGON 97222 TELEPHONE: 503/654-6531

Klaboe

May 28, 1971

B/wp
6/21

Mr. Rod Porter
Chief Highway Engineer
State Highway Commission
Salem, Oregon 97310

Dear Mr. Porter:

This will confirm the meeting we have planned with you and Mr. Fred Klaboe, and perhaps others from your office, at 1:30 p.m. Thursday, June 3rd. As agreed, we'll meet at the office of John Storrs Architect, 4444 S. W. Macadam, Portland, in the same building as the Totem Pole Marina. In the office there we have aerials and tentative plans for the development of property. Attached is a copy of a letter I wrote to Glenn Jackson dated May 25th which will give you a little more background about what we are thinking in our projected development.

It would be most helpful at our meeting if we can learn from you what your right of way plans are, how they might affect our property, and what the long range thinking is particularly as to the relocation or change of emphasis of Macadam.

We are most anxious to explore with you the possibility of a landscaped median strip down the middle of Macadam if it is widened.

Sincerely,

John D. Gray
Chairman

RECEIVED
OFFICE OF

/va

attachment

Mr. Porter

OREGON STATE
HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

NOTED
R. L. PORTER
6-3 1:30

May 26, 1971

Mr. John D. Gray
Chairman of the Board
Omark Industries, Inc.
9701 S. E. McLoughlin Blvd.
Portland, Oregon 97222

Dear John:

This is in answer to your letter of May 25 relative to the Johns Landing project. I have talked to Mr. Porter, Chief Highway Engineer, about this matter and would suggest that you call him (Salem 378-6516), setting up a time when our staff can meet with your group as suggested in your letter.

I would also suggest that you get in touch with Mr. George Churchill, Coordinator for the Willamette River Park System (Salem 378-4507), relative to the other problems mentioned.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

RECEIVED
[illegible] 2
OFFICE OF
STATE HIGHWAY ENGINEER

OMARK INDUSTRIES

CORPORATE OFFICES

2100 S. E. MILPORT ROAD, PORTLAND, OREGON 97222 TELEPHONE: 503/654-6531

May 25, 1971

Mr. Glenn L. Jackson, Chairman
State Highway Commission
c/o Pacific Power & Light Company
Public Service Building
Portland, Oregon 97204

Dear Glenn:

Subject: JOHNS LANDING

In my long letter to you today, I failed to mention planning for the Willamette Greenway System.

We would like to be put in touch with the proper officials so that proper planning and negotiations for easements or right-of-ways can be made.

Sincerely,

John D. Gray
Chairman

cc: Mr. J. K. Neill
Mr. Lawrence J. Brown

Copy sent to
Mr. Glenn L. Jackson
State Highway Building
Salem, Oregon 97310

Call [illegible]

OMARK INDUSTRIES

CORPORATE OFFICES

2100 S. E. MILPORT ROAD, PORTLAND, OREGON 97222 TELEPHONE: 503/654-6531

May 25, 1971

Mr. Glenn L. Jackson, Chairman
State Highway Commission
c/o Pacific Power & Light Company
Public Service Building
Portland, Oregon 97204

Dear Glenn:

Subject: JOHNS LANDING

We are beginning to get into intensive planning on the Johns Landing Project which essentially is a private urban renewal area on Southwest Macadam Avenue, involving property on both the east side and the west side of Macadam and centered on the old B. P. John property and the Jones Lumber property. We have tentatively committed 35 to 40 acres which gives us very substantial frontage on the Willamette River plus more than that on Southwest Macadam.

We hope the project will be a planned unit development with a mix of apartments, condominiums, retail-commercial space, and campus office-type facilities. The project will be extremely well planned and all of us involved with it sincerely believe it will be a real credit to the City of Portland and to the State of Oregon.

Approximately the next twelve months will be devoted to exploring various development concepts and then finalizing upon one master plan to be followed for the succeeding development years. B. P. John will continue to occupy their site for the next two to probably three years and then they will vacate. We also control the old Industrial Iron Works site and the old Concrete Pipe site on the west side of Macadam, plus some other miscellaneous property on the west side. Hopefully, our first construction will begin in the summer of 1972.

.....

Subject: JOHNS LANDING

Because we are thinking in terms of something in the range of 800 assorted dwelling units, plus related commercial retail and office spaces, we obviously will become a major traffic generator and destination source. For this reason, it is extremely crucial that we work very closely with the State Highway Commission and the City of Portland in connection with the long-range planning of traffic and what happens to Macadam. We are greatly concerned because Macadam is not a satisfactory street now and we understand the State has plans for widening Macadam. This, of course, will affect our property on both sides of Macadam and we are anxious to get that pinned down so that we do not have to change our master plan after it has all been worked out.

We will also have to develop, hopefully, some easy turn lanes across Macadam to the east property which I presume will mean lights and be acceleration lanes. We probably will develop our own service road on the east side of Macadam and parallel to it, such service road feeding into covered parking parallel to Macadam which will then serve as a sound buffer. This will be a landscaped service strip and we'll be most hopeful that between the City and the State, Macadam can be developed so that there is a landscaped median strip down its center which would greatly enhance the visual appearance of Macadam. We sincerely believe in the long pull that this entire area of Portland will go to residential and away from its current warehousing types of operations.

Other solutions I presume are for different traffic patterns on Macadam with the possibility of it becoming one-way, perhaps northbound with a different street designated as one-way southbound. Or the potentiality of it being completely relocated which should be done, at least in concept, before we finalize all of our construction plans.

Our Planning Team consists of two architectural firms and two landscaping architectural and land planning firms. These firms are

Architectural: John Storrs & Associates
4444 S. W. Macadam
Portland 97201

Broome, Selig & Oringdulph
733 N. W. 20th
Portland, 97209

. . . . .

Subject: JOHNS LANDING

Landscape Architectural and Land Planning:

Mitchell, McArthur, Gardner, O'Kane Associates
813 S. W. Alder, Portland 97205

Royston, Hanamoto, Beck & Abey
50 Green Street
San Francisco, California 94111

At a very early date I'd like to meet with the proper people in the State Highway Department to discuss in generalities our plans and to point out future problems as we see them. We have all of our development concepts, preliminary plans and aerial photographs in a special room in John Storrs's office on Southwest Macadam, which would be a convenient place for a quick briefing and then a tour of the area.

I'll phone you after you've had a chance to read this letter.

Sincerely,

John D. Gray
Chairman

cc: Mr. J. K. Neill
Mr. Lawrence J. Brown

Copy to Mr. Glenn L. Jackson
State Highway Building
Salem, Oregon 97310

P.S. I have just learned today that the City, the County, and CRAG, all give S. W. Macadam a number one(#1) priority.
jdg

Salem, Oregon
March 29, 1968

S.W. Lowell St-Portland City Lmts Section
Oswego Highway
Prefix: 26-1486

Mr. A.E. Johnson
Metropolitan Engineer
1528 N.E. Glisan Street
Portland, Oregon

Attention: Mr. A.V. Benedict

This is in reply to your letter of March 27 regarding possible use of a couplet plan on the subject section.

It is the opinion of this office that a couplet plan is not advisable. The residential area traversed by Virginia Avenue does not lend itself to heavy traffic, and since both sides of said couplet would be four-lane sections compatible with present build up, it is recommended the four-laning be carried through this area on Macadam Avenue.

In view of this no couplet plan need be studied.

F.D. Morgan
Construction Engineer

By

D.J. Barbee
Assistant Construction Engineer

Morgan
Bond
Pease

DNS:jp

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CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213
March 27, 1968

SUBJECT: S. W. Lowell St.-Portland
City Limits Section
Oswego Highway
Prefix: 26-1486

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97303

ATTENTION: Mr. D. J. Barbee

The former Portland Concrete Pipe & Products Company plant on S. W. Macadam Avenue at Pendleton Street is now vacant, the firm having moved to the Tigard area. In 1962, we considered a one-way couplet south of Pendleton in lieu of widening Macadam. One objection was the then operating pipe yard.

We were unable to find any couplet plan in our files, so I have had our Design Section working up a plan with a view toward reviving this idea. Today we received a plan from you which fills the bill perfectly.

It is my belief that a Virginia-Macadam couplet would serve Macadam Avenue businesses and move traffic better than the inadequate widening job we have planned. The Taylor's Ferry Interchange design shown on the couplet plan is also superior to the former plan except for service to businesses on the east side of Macadam south of Nevada. Our crew is working on a left turn refuge and buttonhook to the east at about Station 203, to alleviate this problem. So far, it appears reasonable.

I would recommend that you take another look at the Virginia-Macadam couplet and if found desirable, take steps to prevent its being blocked by development of the Pipe Company site.

A. E. Johnson
Metropolitan Engineer

By A V Benedict

Write [illegible]

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh
cc J. H. Versteeg
Dale Sturmer

7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
February 1, 1965

SUBJECT: Lowell Street-Portland City Limits
Oswego Highway
Prefix: 26-1486

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. D. J. Barbee

About a month ago someone in your office telephoned me and requested that I get a firm statement from the City to the effect that they would remove parking from both sides of Macadam Avenue in the event that the State Highway Department proceeded with the proposed widening.

I now have the City's answer to this proposal and am forwarding copies of pertinent correspondence with this letter.

F. B. Klaboe
F. B. Klaboe
Metropolitan Engineer

FBK:sh

Enclosures

cc Mr. Lloyd P. Shaw (w/enc)
Mr. F. B. Crandall (w/enc)
Mr. Dale Sturmer
Mr. J. H. Versteeg

REFERRED TO
[illegible]

A. BOWES
ONER
PARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
CHIEF OF OPERATIONS
L. H. ROSENTHAL
CITY ENGINEER

CITY OF PORTLAND
OREGON

January 28, 1965

Mr. F. B. Klaboe,
Metropolitan Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Klaboe:

In answer to your letter addressed to Mr. Fowler, Highway Coordinator, regarding the total elimination of parking on S. W. Macadam Avenue after completion of the roadway widening by the State, I am transmitting herewith a copy of a report signed by Mr. Weller, Traffic Engineer, in which he approves the required parking elimination.

This action is hereby approved and will placed in effect when State completes the proposed roadway widening.

Yours very truly,

Wm A Bowes
Commissioner of Public Works

WAB:FTF:DL

cc: ~~City Engineer~~
Traffic Engineer

METROPOLITAN ENGINEER
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CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

January 18, 1965

From Traffic Engineering

To Public Works

Addressed to Mr. Fred T. Fowler - Coordinator

Subject S.W. Macadam

Dear Mr. Fowler:

We are returning herewith a letter dated December 3, 1964, addressed to you from Mr. F. B. Klaboe, Metropolitan Engineer, concerning S.W. Macadam Avenue between Lowell Street and the south city limits.

Please be advised that we have reviewed and approve of the state's request that at the time the improvement of S.W. Macadam is made parking be prohibited at all times on both sides.

Yours very truly,

W. J. WELLER
Traffic Engineer

W:DEB:ba
Encl. 1

PUBLIC HEARING

2:00 p.m., September 22, 1964

City Hall
Portland, Oregon

Proposed plans to widen and reconstruct a section of the Oswego Highway (Macadam Avenue) from Lowell Street to the South City Limits of Portland, Multnomah County.

MR. FRANK MORGAN: Ladies and gentlemen, it is now 2:00 o'clock. Due to the fact that Commissioner Simpson, whom we had planned on conducting this scheduled hearing, is out of State, I will open and conduct the hearing regarding the Lowell Street-City Limits Section of the Oswego Highway. It is my understanding that the Commissioner is now enroute here by plane and may possibly be in attendance prior to closing this meeting. The Oregon State Highway Commission has proposed plans to widen and reconstruct the section of the Oswego Highway from Lowell Street to the south city limits in the city of Portland. The proposed construction is to widen the existing highway, southwest Macadam Avenue, to four lanes. The area involved is shown on the map on the wall. This meeting is held to conform to State regulations to give the public a chance to present facts pertinent to, or a statement of approval or disapproval of this plan. This meeting is no place to discuss individual right-of-way problems. After the meeting we will spread out a map, if you so desire, and we will have right-of-way people and engineers available to discuss your individual problems. At the head table we have Mr. A. V. Benedict, Assistant Metropolitan Engineer; Mr. Cecil Head, Assistant to the Secretary for the Oregon State Highway Commission, and Miss Fran Neavoll, Secretary. I am Frank Morgan, Construction Engineer for the Oregon State Highway Department. (There were approximately 25 other persons present). In a meeting of this type I would like to have a certain procedure followed. If you have a statement to make, would you approach the center microphone, give your name and address. At this time I would like to have Mr. Benedict explain to you the general layout of the project.

MR. A. V. BENEDICT: This project contemplates the widening of Macadam Avenue from the confluence of the present Hood-Macadam couplet to the south city limits beyond the Sellwood Bridge, essentially the widening of the existing street to four lanes and remaining within the present right of way. (Points to map). Some additional right of way will be taken between the end of the Hood-Macadam couplet and Kelly Street because of the steep slopes involved. There will be additional right of way for this interchange and additional right of way alternately on either side the rest of the way to the city limits. The proposed section of this improvement is a four-foot median and a 12-foot and a 13-foot lane on either side. We have an 80-foot right of way on the present Macadam. The Railroad Company occupies 20 feet on one side and in general we don't encroach on that 20 feet. We do encroach on the railroad slightly at about the Huntington Rubber Mills down here. The remaining width of the road will be put on the 60 feet that is left - 54 feet for roadway and 6 feet for sidewalks. The interchange design out at this point is a temporary at-grade interchange but our right-of-way acquisition will provide room for the more complete interchange when it is justified. Off the Sellwood Bridge we will eliminate this conflicting left turn, the traffic headed west off the Sellwood Bridge will go down under and out toward Oswego. I think that explains the proposed project.

MR. MORGAN: Thank you, Mr. Benedict. On the presentation of statements, it is customary to first ask for any State officials if they wish to make a statement. (Pause). If there are no State officials, we would ask for County officials. (Pause). If there is no one from the County, we would ask for someone from the City of Portland. (Pause). After these, are there any other organizations wishing to make a statement? (Pause). The microphone is now open to anyone representing an organized group. If there is none, individuals if you will raise your hand, you may approach the microphone and make any statements you wish.

MR. RICHARD SUNDELEAF: My name is Richard Sundeleaf, 319 S. W. Washington. I speak as a property owner, one who has traveled Macadam Avenue for 35 years, and I live in Oswego. I am in favor of the proposed widening of Macadam Street. I think the traffic count will indicate that it is a problem, and from personal experience, the situation at Taylors Ferry Road and the Sellwood Bridge many times will back traffic up clear to B. P. John. I think, without checking this map, I'm probably one of the largest property owners at the entrance near Lowell Street. I realize it will work a hardship on me but I am in favor, as an architect, of the free flow of traffic into the city. I think it will be of great benefit to the property owners and to the City at large.

MR. MORGAN: Thank you, sir. Anyone else wish to make a statement? In a meeting of this kind we do not wish to rush anybody; we want to give everyone a chance to be heard. The two genelemen that just came through the door - we are at the point of the meeting where individuals are now making statements for or against, whichever you wish, as to the proposed improvement. If you wish to make a statement, now is the time.

(MAN FROM AUDIENCE): How soon do you expect this work to start?

MR. MORGAN: Probably I should have told you to start with that the purpose of this meeting is to allow the State Highway Commission to approve this as a program, with the thought in mind of buying right of way at this time so that we would be in a position to control sufficient right of way to provide for this interchange without having to buy at some future date very valuable developments which may take place. There is no plan at the present time for immediate construction of this route. We have a representative from the Right of Way Department in Salem present - Larry Holt, would you like to make any statement? Does anyone else have a statement to make? (Pause). If not, I will close this meeting at 2:13 p.m.

REC
MAY 1 -
FC

FORM E-30 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1967

SUBJECT: Assignment No. 1539-FBK
Portland-West Linn
Oswego Highway

To:

Mr. F. D. Morgan
Construction Engineer
OFFICE

ATTENTION: Mr. D. J. Barbee

I am enclosing a mosaic print and a city map (Lake Oswego) showing costs by segments for the improvement of the Oswego Highway to four lanes (16-foot median unless otherwise stated) from S. W. Lowell Street (Portland) to West Linn at the proposed FAI-205 junction.

Segment 1 - Lowell Street-Portland Urban Limits: This is a location completed in 1961 by Roy Pyle. Cost shown is extracted from his location data and has been adjusted to bring it to present day levels. Cost is based upon a 4-lane, 16-foot median section throughout the segment with no provision for parking on either side (66-foot street); a copy of the transmittal letter relating some of the problems to be expected is attached. It might be pointed out that current intentions call for a 4-foot median throughout with the exception of the Taylors Ferry Road intersection which will be channelized; no estimate is available for this plan.

Segment 2 - Portland Urban Limits-Lake Oswego: This is a location completed in 1962 by Robert Ewen. Cost shown is extracted from his location and has been adjusted to bring it to present day levels. Cost is based upon four lanes and left-turn refuges for public road intersections; intermittent parking areas for emergency parking in lieu of continuous parking strips were considered because of the high cost of right of way. A copy of his Locating Engineer's Report is attached which relates anticipated problems.

Segment 3 - Lake Oswego Section: Several reconnaissance studies had been made through this segment, the results of which are shown on the city map enclosed. The usual problems inherent with developing a route through urban-type regions are anticipated. It might be pointed out that Route 2 (as designated on map) within this segment will entail relocation of a portion of the Southern Pacific Railroad through the area in order to develop enough room for a four-lane facility through Lake Oswego.

Segment 4 - Lake Oswego-Cedar Oak Drive: Reconnaissance has not been conducted; therefore, the cost shown is based on prototype methods (ave. $500,000 per mile including right of way) assuming that widening would be concentric about the existing center line. It did not appear from a cursory field observation that there would be any unusual problems develop in the implementation of the improvement of this segment.

Segment 5 - Cedar Oak Drive-West Linn North City Limits: This segment had been studied on a reconnaissance basis in conjunction with acquisition of rights of way through the Mary S. Young property. Cost shown is the reconnaissance estimate. This segment is currently being located in the field, and the location should be completed in the very near future (est. date: April 30, 1967). No unusual problems are anticipated.

Segment 6 - West Linn North City Limits-FAI-205 Junction: No reconnaissance had been run on this segment and the cost shown is based on prototype methods (ave. $800,000 per mile including right of way) assuming that widening would be accomplished on the easterly side for the most part. It appears that some of the same problems that will be encountered on Segment 1 will also be seen through this segment.

The costs shown on the attached maps include structures, right of way, and the elements necessary to produce a complete functional facility.

W. H. Tebeau
W. H. Tebeau
Preliminary Studies Engineer

WHT:fw
Attach.

RECEIVED
MAY 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121
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(Prev. by
A.O. 206-104

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 1, 1965

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-49(5)
S.W. Lowell St.-Portland South City Limits
Right of Way, Project Agreement

135

Returned herewith are the approved right of way plans for the subject project. This office authorized the acquisition of right of way on November 25, 1964. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960.

The project agreement will be forwarded for your approval under separate cover.

Attachment

REFERRED TO
By Asst. State Hwy. Engr

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 12 1965
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 9, 1965

In reply refer to: 08-35.7/U-49(5)
X-ref: I-5-6(25)303

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects U-49(5), S.W. Lowell St.-Portland City Limits and
I-5-6(25)303, N. Portland Harbor-Russell St.
Substitute Appraisals
(Mr. L. A. Holt's August 5, 1965 letter)

Where there is an anticipated need for trial testimony you have our approval to secure substitute appraisals for those prepared by Mr. Harold Schmidt whose State service has terminated.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-128X

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 9 - 1965
FOR FILING

August 5, 1965

SUBJECT: Project U-49(5)
SW Lowell Street-Portland
City Limits Section
Oswego Highway
and
Project I-5-6(25)303
North Portland Harbor-
Russell Street Section
Minnesota Freeway
Multnomah County

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Attention Mr. T. Dec
Assistant Division Engineer

Dear Sir:

Some time ago Mr. Harold Schmidt was transferred to our District office in LaGrande and subsequently he was terminated from service with the Right of Way Division.

In at least one case, and perhaps in a few others, we feel that it will be necessary to obtain substitute appraisals for the work that he had previously done in anticipation of the need for trial testimony.

We ask your assurance that such substitute appraisals will be eligible for full Federal participation.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

Laurence A. Holt
Administrative Right of Way Agent

NOTED
F. B. KLABOE

LAH:SM
cc: G. E. Rohde
F. B. Klaboe
L. H. Young
J. J. Smith
M. R. Mitchell
C. E. Smith

FORM E-139X

RECEIVED
AUG 9 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

9/10

August 5, 1965

SUBJECT: Project U-49(5)
SW Lowell Street-Portland
City Limits Section
Oswego Highway
and
Project I-5-6(25)303
North Portland Harbor-
Russell Street Section
Minnesota Freeway
Multnomah County

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Attention Mr. T. Dec
Assistant Division Engineer

Dear Sir:

Some time ago Mr. Harold Schmidt was transferred to our District office in LaGrande and subsequently he was terminated from service with the Right of Way Division.

In at least one case, and perhaps in a few others, we feel that it will be necessary to obtain substitute appraisals for the work that he had previously done in anticipation of the need for trial testimony.

We ask your assurance that such substitute appraisals will be eligible for full Federal participation.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

Laurence A. Holt
Administrative Right of Way Agent

NOTED
F. B. KLABOE

LAH:SM
cc: G. E. Rohde
F. B. Klaboe
L. H. Young
J. J. Smith
M. R. Mitchell
E. E. Smith

[illegible]
[illegible]
OFFICE OF
[illegible]

RECEIVED
DEC 2 - 1964

477 Cottage Street N.E.
Salem, Oregon

November 23, 1964

08-35.3-[illegible]

[illegible] Forrest Cooper
[illegible] Highway Engineer
[illegible], Oregon

Original signed by
M. E. Martin
Dist. Engineer

A. V. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

Oregon Federal-aid Urban Program

Mr. Young's November [illegible], 1964 letter submitted Item 144, among others, for inclusion in the captioned program. We are approving this Stage 2 program item as follows, effective November 25, 1964:

Item	Project	Location	Work
144	U-49(3)	Lowell St. to Portland S. City Limits	ROW

You are also authorized to proceed with all right of way actions, including actual acquisition, effective November 25, 1964.

It is understood that this route is on the existing system for traffic assignment purposes of the Portland-Vancouver Transportation Study. Furthermore, this project is substantial in character and of benefit to the involved municipality.

This right of way project is estimated to cost $[illegible],000 of which $55,000 is reserved as Federal-aid Urban funds.

Original to Young
12-2-64

RECEIVED
DEC 10 1964
FOR FILING

9183

FORM X-30 50M 12-63 34676

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1964

SUBJECT: Lowell Street-Portland City Limits
Oswego Highway
Multnomah County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

This office has studied the proposed revision on the subject section sent in by Mr. Benedict dated October 20.

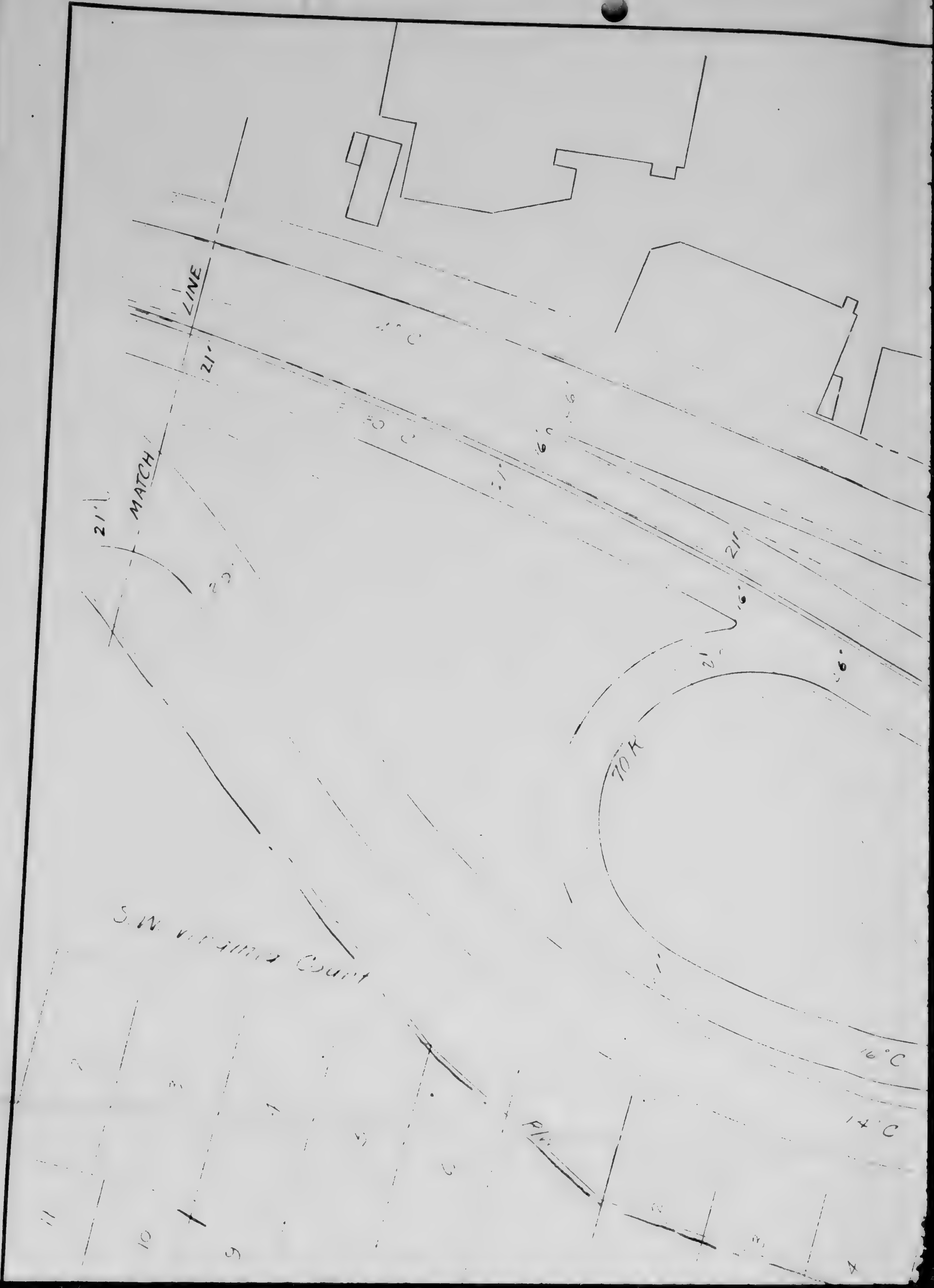
We have no objections to the proposal design-wise. The additional right of way on the west side necessitated by the proposed line change would cost $20,000. So long as the State is not charged this added amount it would seem the revision is quite acceptable. Possibly the businesses on the east side of the highway benefiting from the change would pay this additional cost.

As for the truck turning radius, enclosed is a revised plan of the proposed interchange with the radius revised to permit truck moves.

F.D. Morgan
Construction Engineer

By D J Barbee
D.J. Barbee
Assistant Construction Engineer

DNS:jp
Attach. - Taylors Ferry Road Interchange
Oswego Highway
6-11-63
5 - L - 23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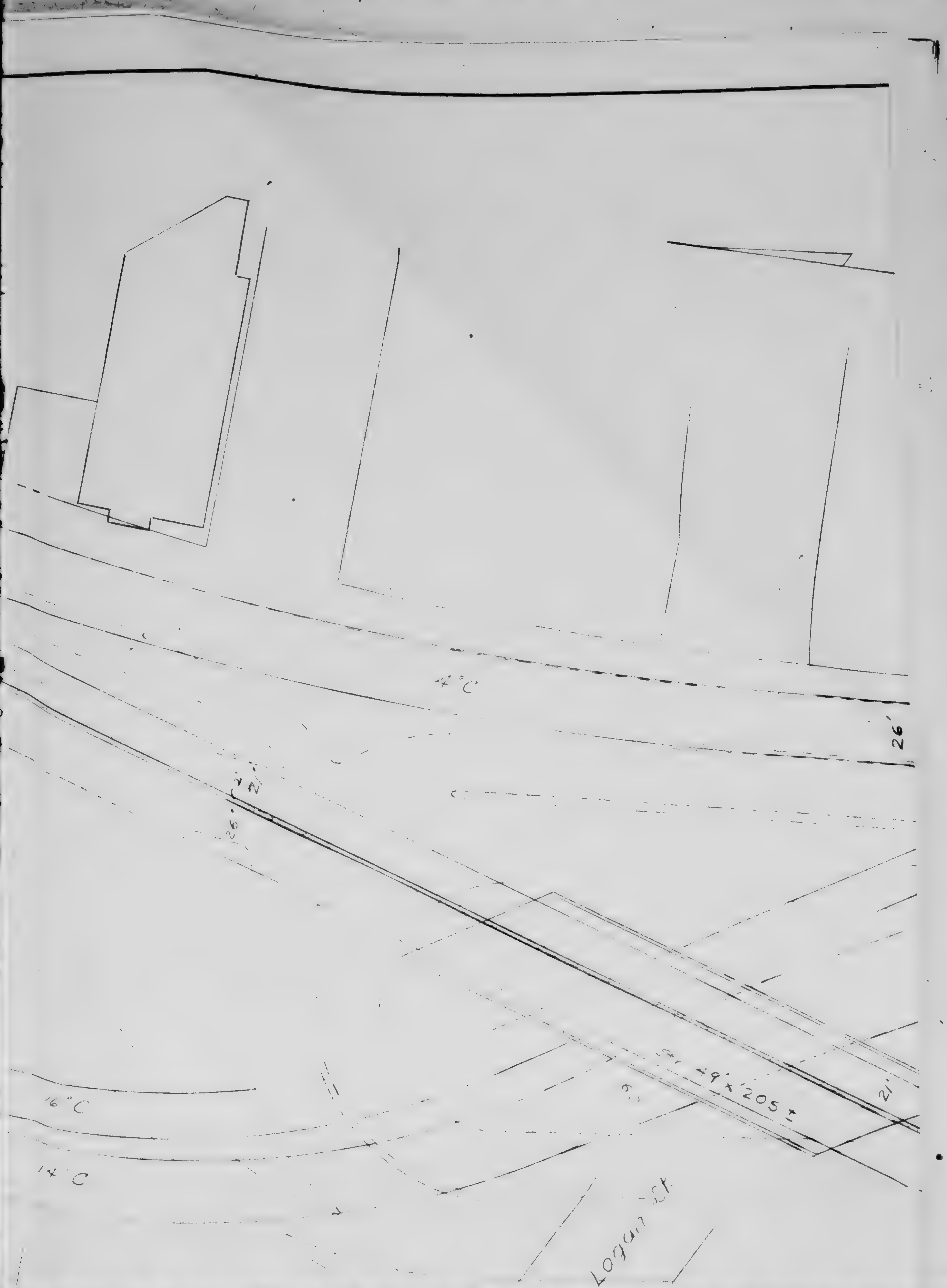
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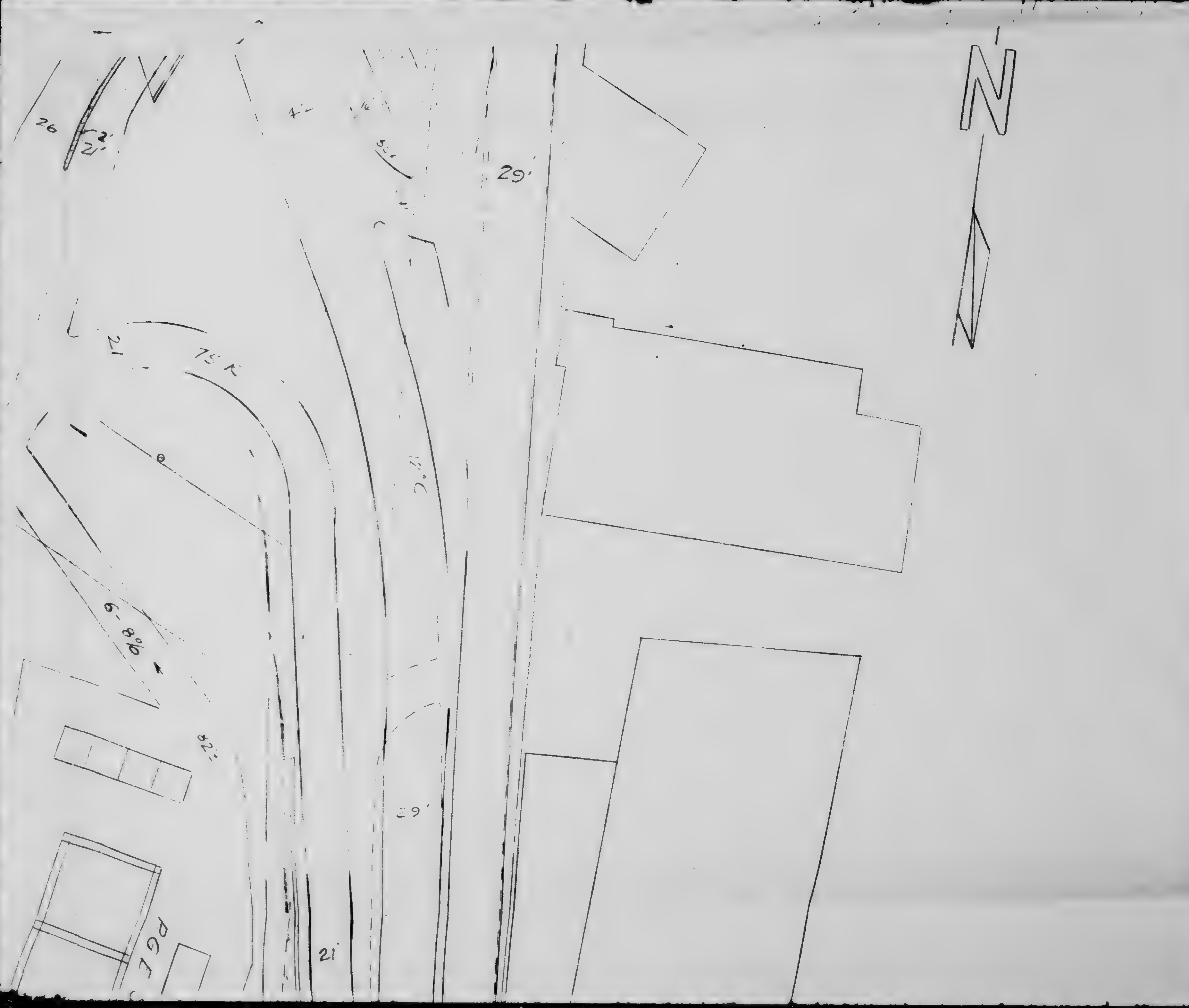
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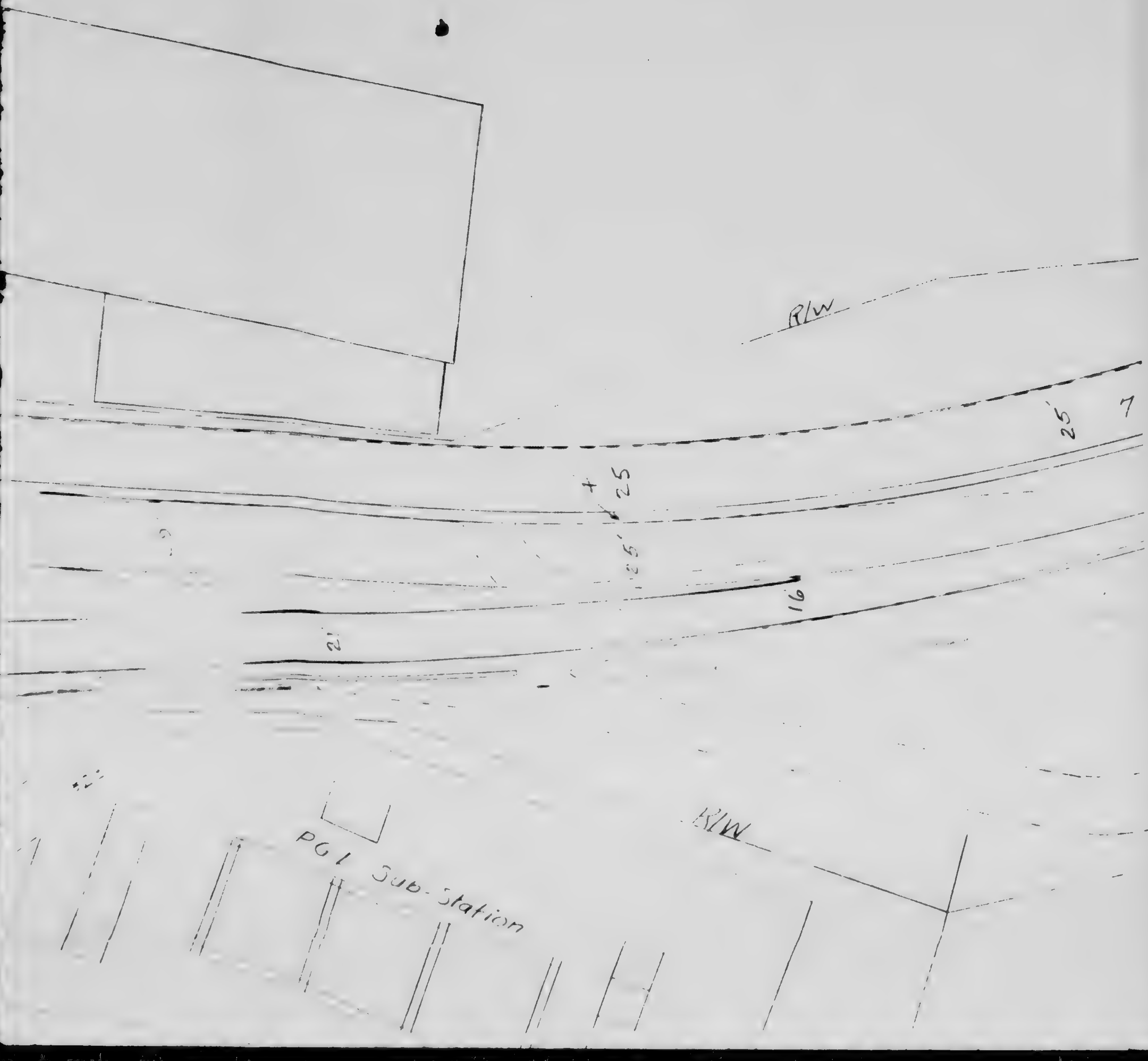
PORTLAN OS N
FED. ROAD Div. No.
8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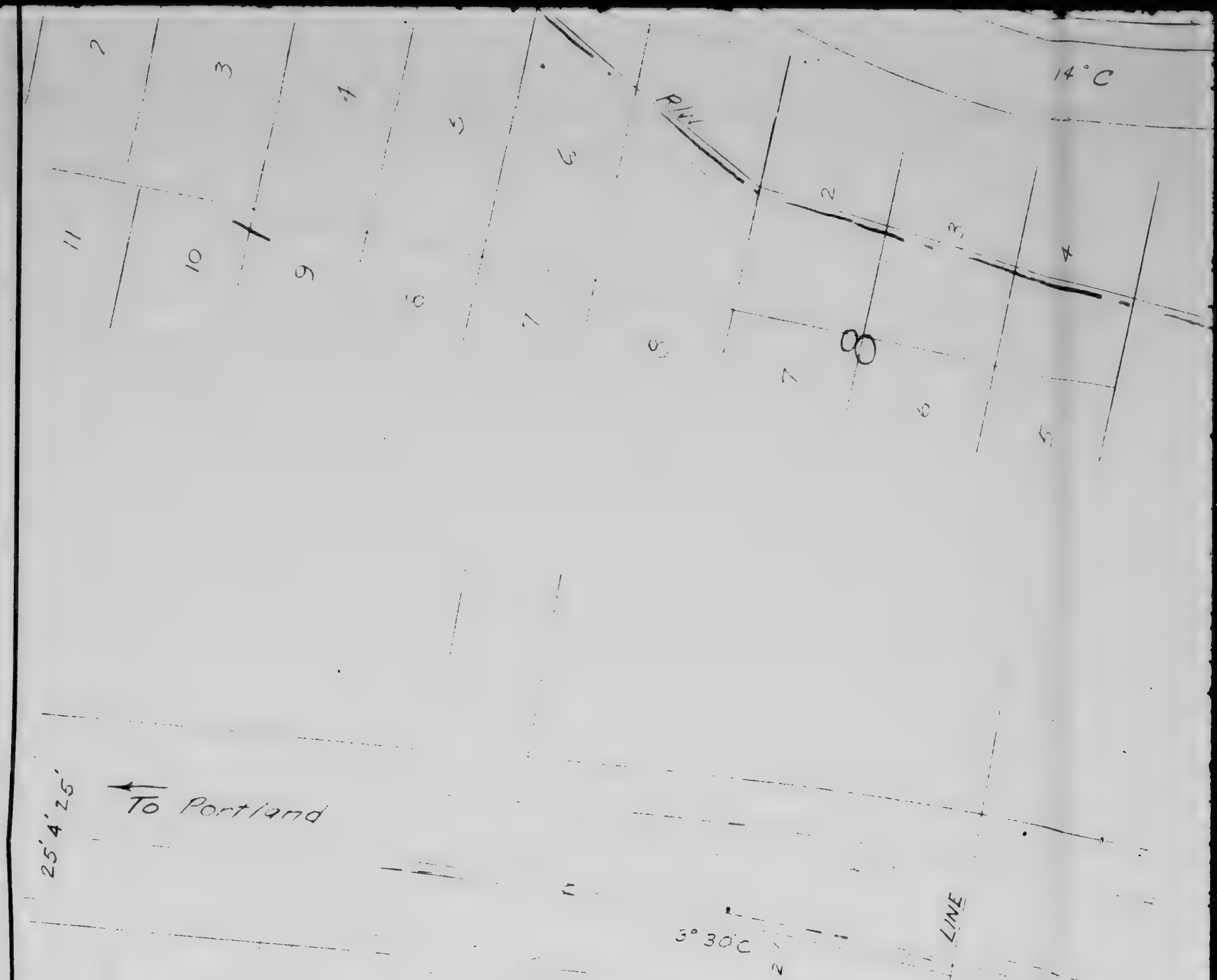
21
R/W
PGE Sub-Station

[illegible]

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
2	OREGON				

[illegible]

TO OSWEGO
P.I.
P.I.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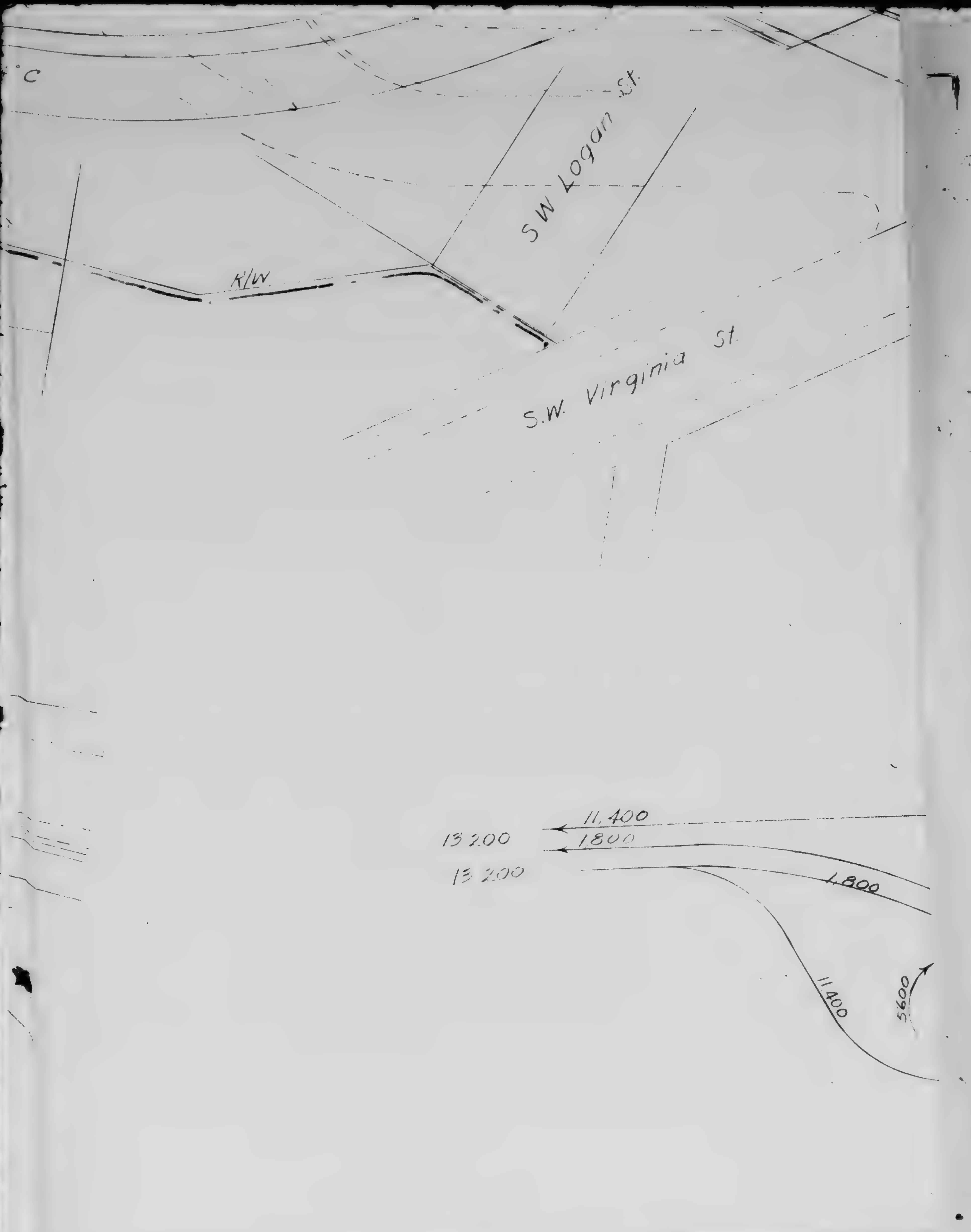
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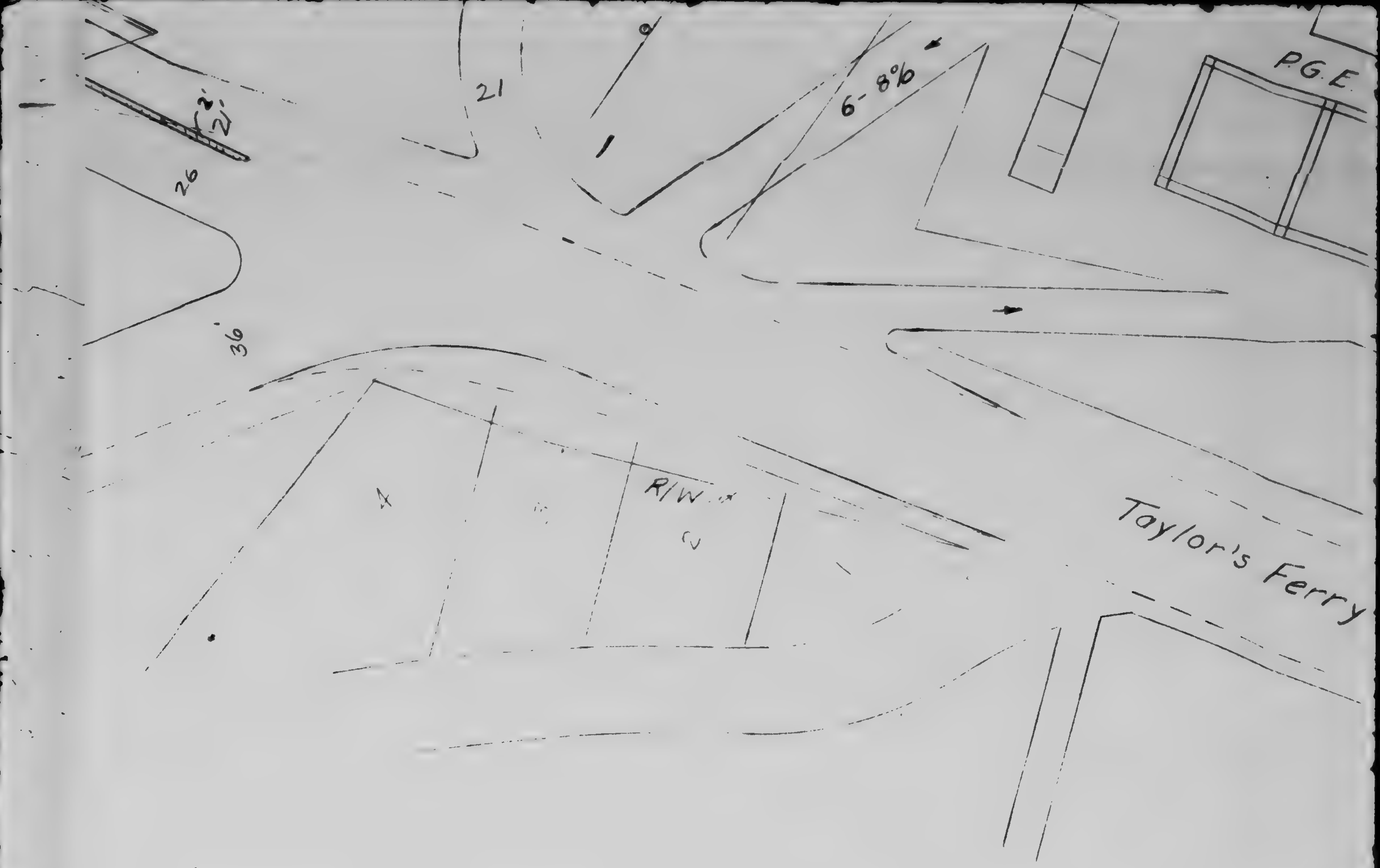
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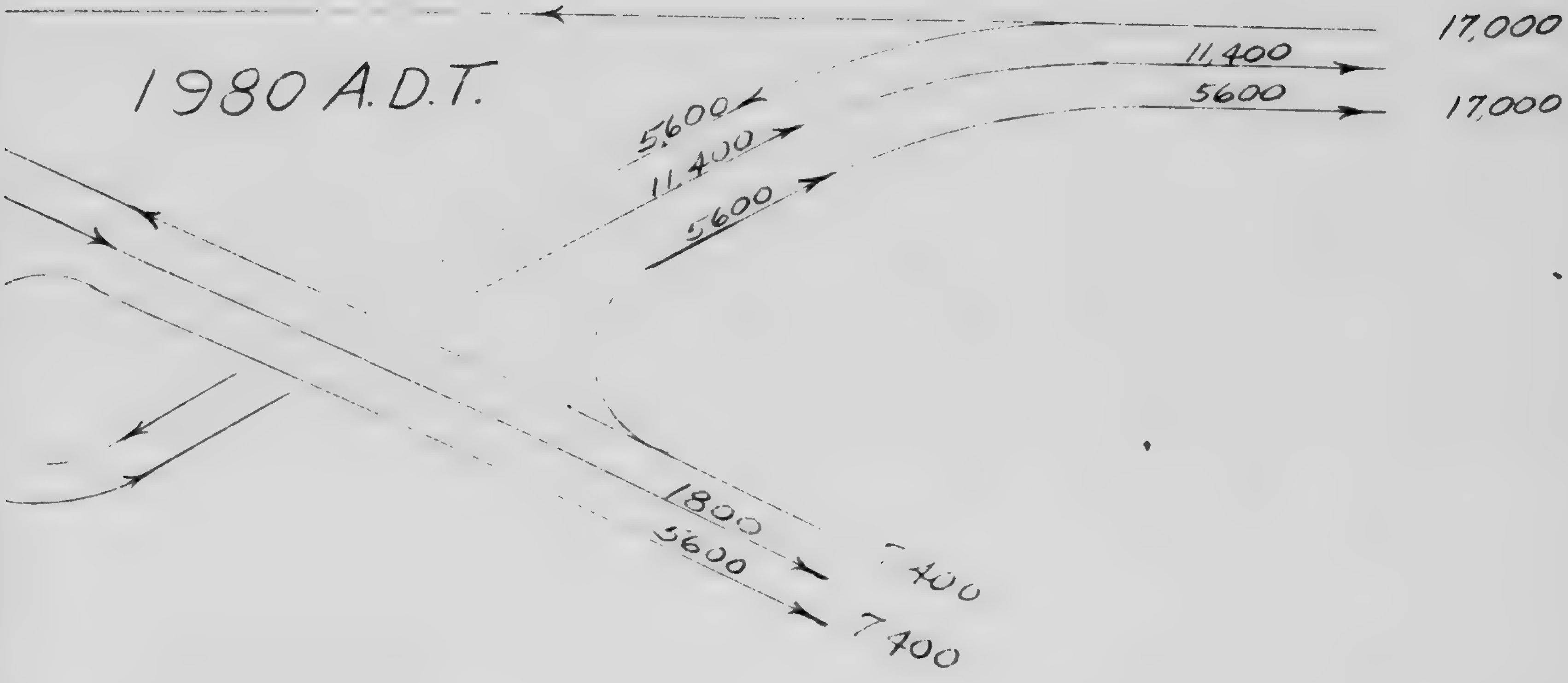
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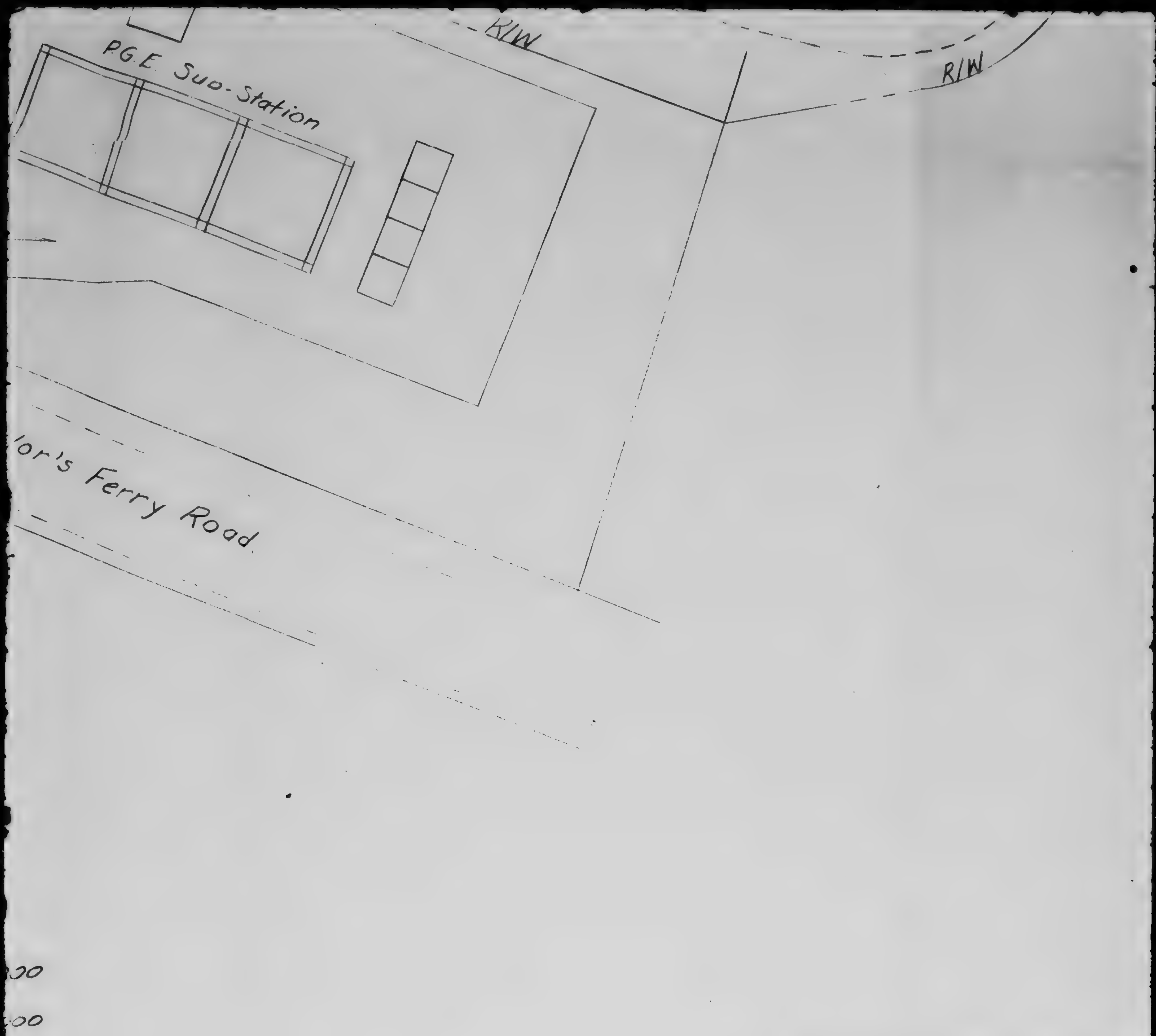
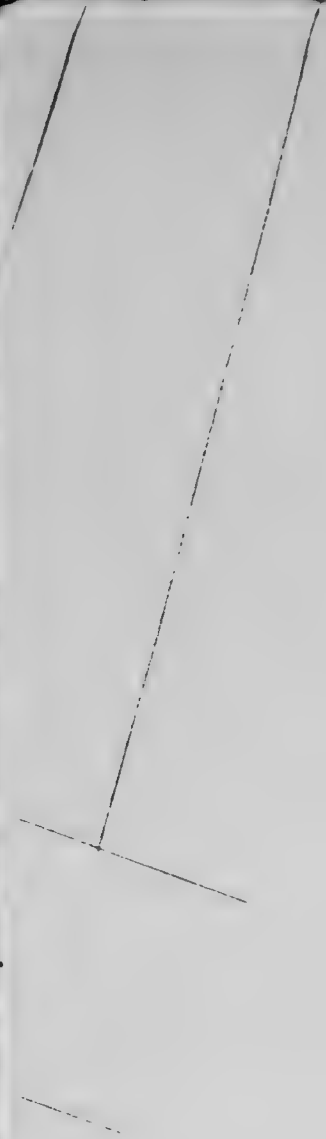

R/W
R/W
P.G.E. Sub-Station
lor's Ferry Road.
.00
.00

Scale 1" = 50'

DATE	REVISION	BY

TAYLOR'S FERRY R
OSWEGO HWY

	Date 6/11/63	Signature
Submitted		
Approved		
"		
"	6-25-63	
"	6/17/63	
"		
"		



50'

EVISION	BY

TAYLOR'S FERRY Rd. INTER.
OSWEGO HWY MILE POST

Date 6/11/63 Signature J.B.

Submitted			Resident Engineer
Approved			Division Engineer
"			Traffic Engineer
"	6-25-63	Asst	Bridge Engineer
"	6/17/63	J Baker	Construction Eng'r.
"			Dep. Highway Eng'r
"			U. S. B. P. R.

5-2-23

RECEIVED
NOV 4 - 1964
FOR FILING

9183

Salem, Oregon
October 27, 1964

Mr. F. D. Morgan
Construction Engineer

Attention: D. J. Barbee

A letter from Metro Division, bearing the signature of A. V. Benedict, dated October 20, outlines some of the problems on S. W. Macadam Avenue which will be caused by widening the street to a full four-lane width.

Will you please have someone evaluate Mr. Benedict's statements and advise me as to any alteration to design which we should make.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachment
cc Forrest Cooper
R. L. Porter

FORM E-30X—50M—12-63 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

October 26, 1964

SUBJECT: Lowell St. - Portland City
Limits Section
Oswego Highway
Prefix 26-1486

To: Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Building
Salem, Oregon

Attention: Mr. Barbee

On October 20, 1964, I addressed a letter to Lloyd Shaw reporting on certain interviews made at his request. This letter discussed a proposal to shift some of the centerline West to help Huntington Rubber Mills.

Enclosed is a print showing a shift of centerline from Sta 183 to Sta 191 as worked up in our design section. This would be of direct benefit to the Huntington Rubber Mills and to the Southern Pacific Company and would require additional right of way on the West from Texas to Nevada Streets. Since both these firms are now using public street, it is suggested that any additional right of way required be supplied without cost to the State. We might consider some benefit to S.W. Nevada East of Macadam. This is the entrance to the City Park.

Enclosed are a few pictures taken to show conditions along this part of Macadam Avenue.

V Benedict

A.V. Benedict
Assistant Metropolitan
Engineer

AVB:maa
Encl.
cc: L.P. Shaw

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 20, 1964

SUBJECT:

To: Mr. Lloyd [illegible] Shaw
Assistant State Highway
Engineer
Oregon State Highway Building
Salem, Oregon

Thursday afternoon, October 15th, I met with Mr. Walter [illegible] Greet[illegible], Jr. and Mr. J. S. Middleton of the [illegible] Lumber Supply, 7920 S.W. [illegible] Avenue.

Lloyd [illegible] has recently written letters to both Mr. Greett[illegible] and Mr. Middleton and we were asked to contact them.

[illegible] Mr. Gre[illegible] [illegible], his partner, and Mr. Sidney [illegible], Civil Engineer, with Mr. Middleton and Mr. [illegible] Fellows, General Manager of the Huntington Rubber Mills. Mr. Middleton is attorney for the Huntington Rubber Mills.

Huntington Rubber Mills is [illegible] heavy rubber products manufacturer. Large truck [illegible] for shipment. [illegible] Lumber Supply [illegible] trucks for supply from California [illegible] retail.

[illegible] concerned about moving the [illegible] directly from [illegible] [illegible] movement of trucks [illegible] to [illegible] [illegible] the Huntington [illegible] must [illegible] [illegible] the trucks [illegible] (22 ft. [illegible] [illegible]) [illegible] floor [illegible] below [illegible] [illegible] building. [illegible] block this ramp. These people all realize they are operating on public street area but state that their business life depends on it and they will be forced out. They pointed out that newer buildings on the opposite side of the street have been set back to provide for widening.

Huntington Rubber Mills' truck access problem will be solved by modifications in the channelization already proposed at Sta 196. This will not help the Midway Lumber Supply. The temporary interchange [illegible] with its "button hook" at Sta 202 would provide them access. A "button hook" arrangement on the other side of the highway at the [illegible] road (Sta 204) could provide access in the final plan. If sufficient room is not available, [illegible] would not object to sending their large trucks [illegible] the railroad bridge to turn around.

[illegible] highway centerline that could be [illegible] Huntington Rubber Mills [illegible] of additional right of way [illegible] and involving the old frame building. This [illegible]. I do not see any reasonable relief for Midway Lumber Supply. I believe they will have to [illegible] or make other adjustments in their operations.

After [illegible] the above letter, I received your letter of 11-[illegible]-1954. [illegible] this morning [illegible] the above letter.

In a conversation with Mr. [illegible] several months ago, he expressed the opinion that [illegible] the City would continue to permit use of the street for loading and unloading as they do now, except for rush hour periods. He stated that present firms along [illegible] had built upon [illegible] of [illegible] the street [illegible] and he did not believe the City would attempt to force them out.

A.V. Benedict

A.V. Benedict
Assistant Metropolitan
Engineer

AVB:[illegible]
cc: W.D. [illegible]

RECEIVED
OCT 26 1964

FORM E-30 5OM 12-63 54676

11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2[illegible], 1964

SUBJECT: Survey Approval Map
Lowell St.-So. City Limits Sec.
Oswego Highway

To: Mr. Lloyd P. Shaw
Ass't. State Hwy. Engr.
BUILDING

The Commission approved our survey and authorized purchase of rights-of-way on the subject section at the last Commission meeting.

The map presented for your approval, I am sorry to say, was incorrect in that it located the section in Clackamas County instead of Multnomah County and the error was not noticed until after the meeting. I am attaching 13 prints of the corrected map and a suggested letter to the Commission in case Commission action is necessary.

F. D. Morgan
Construction Engineer

By

D. J. Barbee
Ass't. Construction Engineer

DJB:rc

Attach.

Corrected maps have been inserted in files. No presentation to Commission necessary.

original To Barbee
10-26-64

RECEIVED
OCT 20 1964
FOR FILING

9183

Salem, Oregon
October 19, 1964

Lowell Street-City Limits Section
Oswego Highway - Portland

Mr. F. B. Klaboe
Metropolitan Engineer

In the attached letter, J. S. Middleton requests a field inspection of problem areas along the east side of Macadam Avenue.

Will you please contact Mr. Middleton and go over the area with him or his client. Since several businesses will be affected in one way or another by the project when constructed, you may wish to make the tour with more than one at a time.

I doubt that you can do anything to help the people who are now making complaint. Most of their trouble will arise from having to permit use of existing street area for street purposes. They have been using the street for team track areas, parking areas, and driveways at other than established grade for many years. They probably feel they have "squatters' rights" to remain there.

Good luck.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper
R. L. Porter

MIDDLETON & KUYKENDALL
ATTORNEYS AT LAW
610 PACIFIC BUILDING
PORTLAND, OREGON 97204

J. S. MIDDLETON
NORMAL KUYKENDALL

TELEPHONE
223-3176

October 14, 1964

Mr. Lloyd P. Shaw,
Assistant State Highway Engineer
State Highway Building
Capitol Mall
Salem, Oregon

Re: Huntington Rubber Mills

Dear Mr. Shaw:

Thank you for your letter of October 13, received today.

Though I sat at the hearing on the 9th with Mr. Gruetter, I do not represent him. He is represented by Mr. A. Allan Franzke, having his office in the Standard Plaza Building in this city.

While the matter is fresh and before any further steps are taken, I think that it is quite important that we meet on the ground with a representative of the Commission and go over the various factors involved, as affecting business on the east side of Macadam Avenue. I had rather hoped that this might be brought about this week. Please see what you can do to arrange an early examination on the ground by one of your representatives and the several business proprietors interested. If you will advise me as to a time, I will be glad to advise Mr. Gruetter for one. I know that others are interested but I do not know their representatives.

I may say that I shall be absent from the city on October 22, so, please do not arrange for that particular date. The 19th or 20th would be a fortunate time so far as I am concerned.

Thank you for your courtesies in the matter.

Sincerely yours,

J. S. Middleton

RECEIVED
OCT 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER

JSM:MW

RECEIVED
OCT 14 1964

FOR FILING

9183

October 13, 1964

Huntington
Rubber
Mills

Mr. J. S. Middleton
Middleton & Maykemiall
Attorneys at Law
610 Pacific Building
Portland, Oregon 97204

Dear Mr. Middleton:

I believe Mr. Query made a quite satisfactory reply to your letter under date of October 7; however, as we have had a rather lengthy telephone conversation since that time, I will confirm in writing what I told you by telephone.

The Highway Commission met and considered this project and, if I am not mistaken, you and Mr. Gruetter were present but did not remain throughout the meeting. The project, as a right-of-way purchase endeavor, was approved by the Commission. No funds have been earmarked for construction, nor are they likely to be in the immediate future.

I have also written to Mr. Gruetter and explained to him that we would give every consideration to problems which exist along the street. While we may not be able to find a cure for all the problems, we will make a study and see what can be done. I have made a personal inspection of the area in the last few days and realize that there are some difficult situations with which to cope.

Our people will be contacting you in the not-too-distant future and, I hope, will receive assistance from you in determining the nature of the problems you envision.

Thank you for your interest and your courteous handling of this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. B. Klaboe

LPS:ajw

RECEIVED
OCT 7 - 1964
FOR FILING

Corr

R/W

[illegible]

October 7, 1964

Middleton & Kuykendall
Attorneys at Law
610 Pacific Building
Portland, Oregon 97204

Attention: J. S. Middleton

Gentlemen:

In our telephone conversation yesterday concerning the affects that improvement of S. W. Macadam Avenue will have on the Huntington Rubber Mills, I stated at that time there was no item on the agenda concerning this matter, however, since that time I have received such an item to be placed on the agenda.

The Commission's time is full for this meeting as I mentioned previously, so I am forwarding your letter to Mr. Forrest Cooper, State Highway Engineer, so that it may be considered in connection with other evidence which was presented at the hearing on September 22.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FG:jf

cc: Mr. Forrest Cooper
Mr. Lloyd Shaw

MIDDLETON & KUYKENDALL
ATTORNEYS AT LAW
610 PACIFIC BUILDING
PORTLAND, OREGON 97204

J. S. MIDDLETON
NORMAL KUYKENDALL

TELEPHONE
223-3176

October 1, 1964

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Commission Building
Capitol Mall
Salem, Oregon 97310

Dear Mr. Query:

This letter is written in behalf of my client, Huntington Rubber Mills which has office at 7100 Southwest Macadam in this City.

Apparently, at the meeting of the Commission to be held on October 9, 1964, the improvement of Southwest Macadam Avenue in Portland is to be discussed. My client is as yet unfamiliar with the exact details of the proposed improvement though it understands generally that there is involved a cutback of the east curb line of Southwest Macadam Avenue and a provision for one-way traffic, north bound, with center divider, on that portion of Southwest Macadam fronting the premises of my client. Both factors will have an important bearing on the accessibility of my client's premises to large trucks--an accessibility which is highly important to my client.

It is therefore requested that sufficient time be allotted to my client at the hearing before the Commission on October 9 so that its position in the matter may be stated and developed. Will you kindly acknowledge, and advise me as to what time, and the approximate time during the day that has been allotted.

Sincerely yours,

J S Middleton

10-5

J. S. Middleton

JSM:ia

RECEIVED
OCT - 5 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 1 2 1964
FOR FILING

October 12, 1964

Mr. Walter A. Gruetter, Jr.
Highway Lumber Supply
7520 S. W. Macadam Avenue
Portland 1, Oregon

Dear Mr. Gruetter:

This is in acknowledgment of your letter of October 6 which in itself was a follow-up of a telephone conversation of October 5. Both your letter and our conversation were in regard to problems which you feel will arise from construction being considered on the Oswego Highway between S. W. Lowell Street and the south city limits of Portland.

Your letter has been received and read by Forrest Cooper, State Highway Engineer, and he has consulted with his staff in regard to problems which may arise in your locality. As I had previously advised you, the Highway Commission and the Highway Department give consideration to problems such as yours and to the suggestions offered as possible cures.

While at this time I can give you no information as to the exact affect our construction may have on your commercial operation, it will be thoroughly investigated before any construction in undertaken.

The Highway Commission's consideration of this project at the October 9 meeting was basically to permit purchase of right of way. This will have no direct affect on the properties on your side of Macadam Avenue since no purchases are to be made east of the east line of Macadam at that point. I am asking Mr. Fred Klaboe, Metropolitan Engineer, to have someone contact you and determine the exact problems which may arise at your place of business upon the widening of S. W. Macadam Avenue.

Thank you for your letter and your very rational approach to what must be for you a very major problem indeed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. B. Klaboe

LPS:ajw

RECEIVED
OCT 7 - 1964
FOR FILING

October 7, 1964

Midway Lumber Supply
7520 S. W. Macadam Avenue
Portland 1, Oregon

Attention: Walter A. Gruetter, Jr.

Gentlemen:

In this morning's mail we received your letter of October 6 in which you point out adverse effects to your property by proposed highway improvement on S.W. Macadam Avenue. Your letter will be considered with the other evidence presented at the hearing on September 22.

To assure that your letter will have proper attention, I am forwarding it immediately to Mr. Forrest Cooper, State Highway Engineer.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FC:jf

cc: Mr. Forrest Cooper

MIDWAY
LUMBER SUPPLY
REDWOOD - PINE & CEDAR Quality LUMBER

7520 S. W. MACADAM AVE., PORTLAND 1, OREGON - TELEPHONE CHerry 4-1151

6 October, 1964

Oregon State Highway Commission
Oregon State Highway Building
Salem, Oregon

Forrest Cooper

Dear Sirs:

I am a co-owner of Midway Lumber Supply, an Oregon corporation, located at 7520 S. W. Macadam Avenue in Portland, Oregon. The land owned by Midway Lumber Supply is described as Lots 1 and 2 block A Fulton and adjoining tax lot #7 and a portion of block 3 Fulton.

I attended the hearing regarding widening and improvement of Macadam Avenue that was held on September 22, 1964 in the Portland City Council Chambers. I did not object at that time as I did not fully realize the extreme adverse effect such construction would have to this business and the property. As was stated during the meeting, after the meeting adjourned, the highway department personnel were available for consultation regarding specific areas and individual pieces of property. It was at this time that I realized the full impact of such construction and, unfortunately, this was after the time individuals were allowed to state objections.

This property was acquired in 1951 and a building was designed and constructed in 1952 to conduct a wholesale and retail lumber distribution business. It has been used for this purpose continuously since that date. If the present road improvement plans are carried out, it will virtually destroy the utility of the building for what it was designed and is being used for. The reason for this is due to the fact that a ramp and front entrance to the building will no longer be usable and it is an essential that we have this front entrance both for loading and unloading of trucks.

I fully realize that no acquisition of the Midway Lumber Supply property will be required for right of way, however, I would like this situation to be examined with the possibility of some solution that would not entail such hardship.

I know that there are other people and businesses that will be adversely effected who did not either appear or object at the meeting. This was due principally to the fact that they were either unaware of the meeting or they did not at that time have full realization of the proposed construction.

It is my understanding that this proposed construction is to come before the Oregon State Highway Commission for approval on October 9, 1964. I respectfully request that such approval be deferred for the present to better allow interested parties to present their views.

Very truly yours

MIDWAY LUMBER SUPPLY

Walter A. Gruetter Jr.

Walter A. Gruetter, Jr.

WG/m

RECEIVED
OCT - 7 1964
OREGON
STATE HIGHWAY COMMISSION

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RECEIVED
OCT 12 1964
FOR FILING

9183

October 9, 1964

Mrs. Agnes Heuker
8064 S. E. 9th Avenue
Portland, Oregon

Dear Mrs. Heuker:

Reference is made to your October 6 inquiry as to the possible effect of the proposed Macadam Avenue improvement on Lots 3, 4, 5, and 6 of Block "A", Fulton Park and Block 20, Fulton Addition.

The Highway Department's plans do not contemplate the acquisition of any additional right-of-way on the easterly side of Macadam Avenue. It is possible that the spur track may have to be adjusted somewhat but, if so, this can be done within the existing street area.

I hope this gives you the desired information.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe

REFERRED TO
Forrest Cooper
SECRETARY

7664 SE 9th Ave
Oct 6, 1964
Portland, Ore.

State Highway Commission
Salem, Oregon

Gentlemen:

I am the property owner of the land situated on the east side of Macadam Ave. Lots 3, 4, 5 & 6 of Block "A" Fulton Park & all of Block 2 of the Fulton addition.

I did not attend the hearing regarding the improvement of Macadam Ave that was held Sept 22, 1964. I had been previously advised by the highway department that under the present plans it was not intended to widen the street on the east side. Subsequently, I had been advised that such is the intention and if I had known this previously I would have attended the meeting & voiced a protest.

In 1960 my husband, who is now deceased, and myself built a building for Western School Supply. They rely on rail shipment of their merchandise and use the spur track in front of the building facing on Macadam Ave.

I have been unable to get a positive answer as to whether or not this spur is to be removed, however, one highway department employee stated that he thought it would be. If such is the case, the building would no longer be suitable for the tennant that the building was specifically built for.

A second tennant is Specialty Woodworking Co. They have four more years before their lease expires and negotations have been made in the past to either renew the lease or to sell the property to them. After examining the proposed plans, they state that they are no longer interested in the property upon the termination of their lease due to the complicated ingress & egress.

I have been advised that a meeting of the Oregon State Highway Comm. is to be held on Oct 9, 1964 to consider the possibly approve this improvement as presently planned. Inasmuch as these meetings are open to the public, I plan to attend and would appreciate the opportunity to discuss the plans and state my objections at this time.

Very truly yours
Mrs Agnes Hauber

RECEIVED
OCT 13 1964
FOR FILING

212-

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October [illegible], 1964

Mr. A. [illegible] Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

In compliance with the [illegible] of PPM 20-8(1) dated June 1[illegible], 1959, the mayor of Portland was notified by letter on April [illegible], 1963, of the Highway Commission's proposed plans to widen and reconstruct the Oswego Highway from Lowell Street to the south city limits of Portland. A [illegible] dated May 7, 1963, from City Commissioner W. A. Bowes was [illegible] by the Highway Commission, stating that the City request[illegible].

On September 14, 19[illegible], the mayor of Portland was notified that a public hearing would be held by the Highway Commission in the Portland City Hall on September [illegible], 1964. Public notices were published in the Portland "Oregonian," "Oregon Journal," and "Portland Reporter." The notices were published on September 18 and September [illegible], 1964.

The hearing was held on September [illegible], and a transcript of the hearing and copies of all correspondence on the matter are attached.

The State Highway Commission has considered the economic effects of the location in the light of matters presented at the hearing.

Very truly yours,

H. [illegible]
County [illegible] City Engineer

By

D. N. H[illegible]
D. N. H[illegible]
Office Engineer

[illegible] 7 1964
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:mm
Att.
cc: R. L. Porter J. E. [illegible]
Lloyd Shaw R. N. [illegible]
V. D. Wol[illegible] C. E. [illegible]
F. D. Mor[illegible] [illegible]

RECEIVED
OCT 6 - 1964

FOR FILING

9183

P

October 6, 1964

Oregon State Highway Commission

Gentlemen:

The survey on the Lowell Street-South City Limits (Portland) Section of the Oswego Highway has been completed. A public hearing on this project was held on September 22, 1964, and there were no objections to the plan as proposed. A map of this 2.27-mile section is attached for your information.

The estimated cost of right-of-way on this project is $550,000. There have been some plans for development of properties in areas where we require right-of-way and increased costs will result unless the right-of-way is purchased at this time. The estimated cost of construction is $1 million, which will have to be financed at some future time.

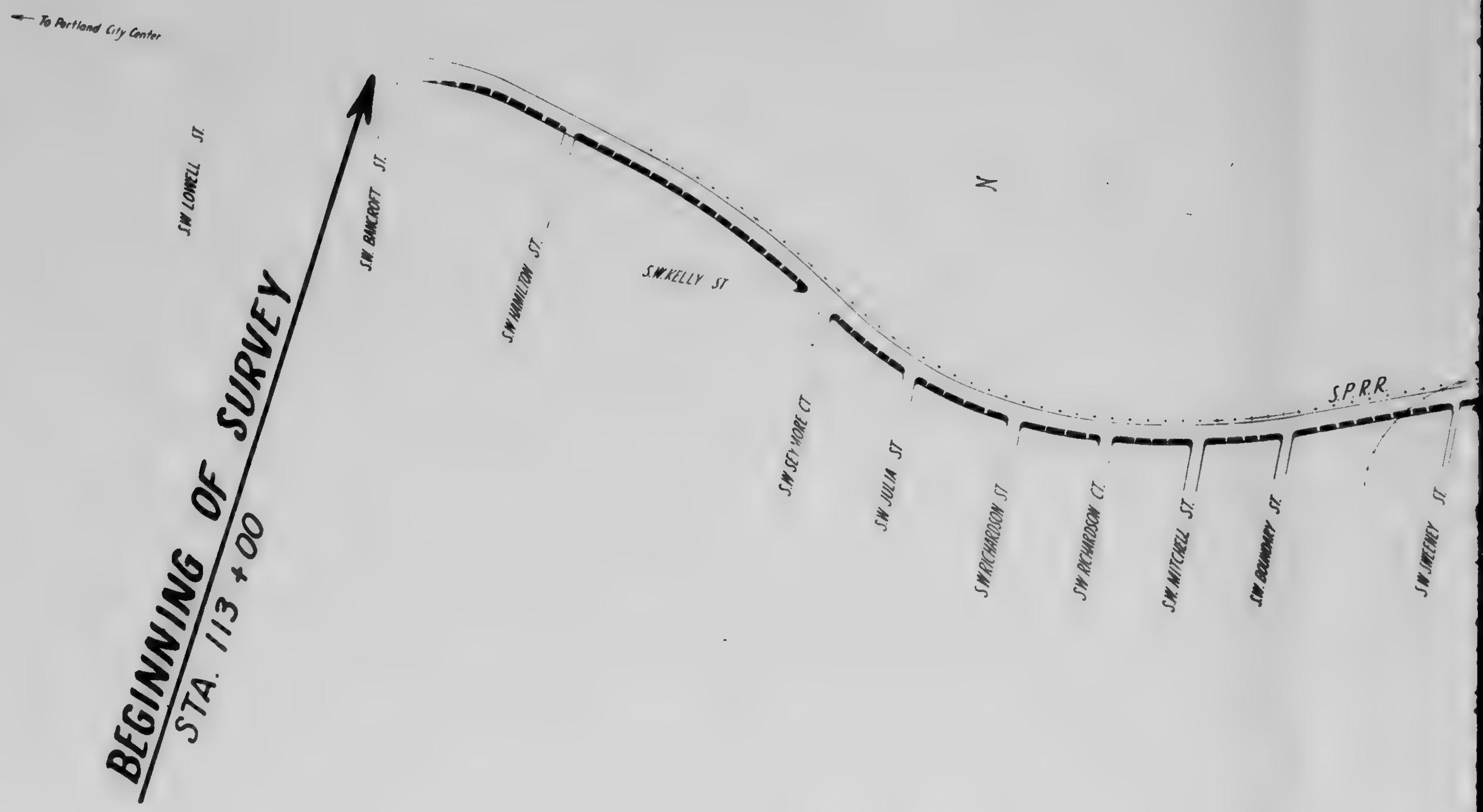
I recommend that you approve this survey and authorize the purchase of the necessary right-of-way at the October 9 meeting. It is our plan to purchase only the right-of-way necessary to protect our location and to acquire properties that may become available from time to time. The acquisition can thus be spread out over a considerable period of time and ample opportunity for full negotiations can be afforded everyone.

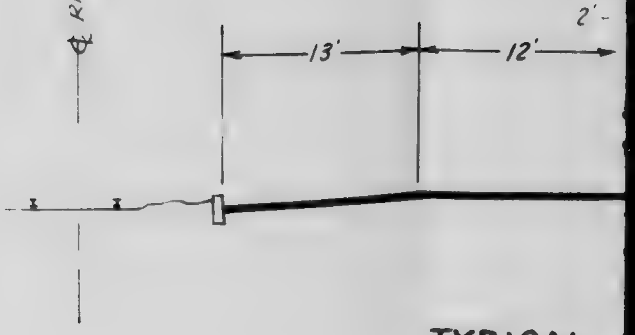
Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
W. T. Wright

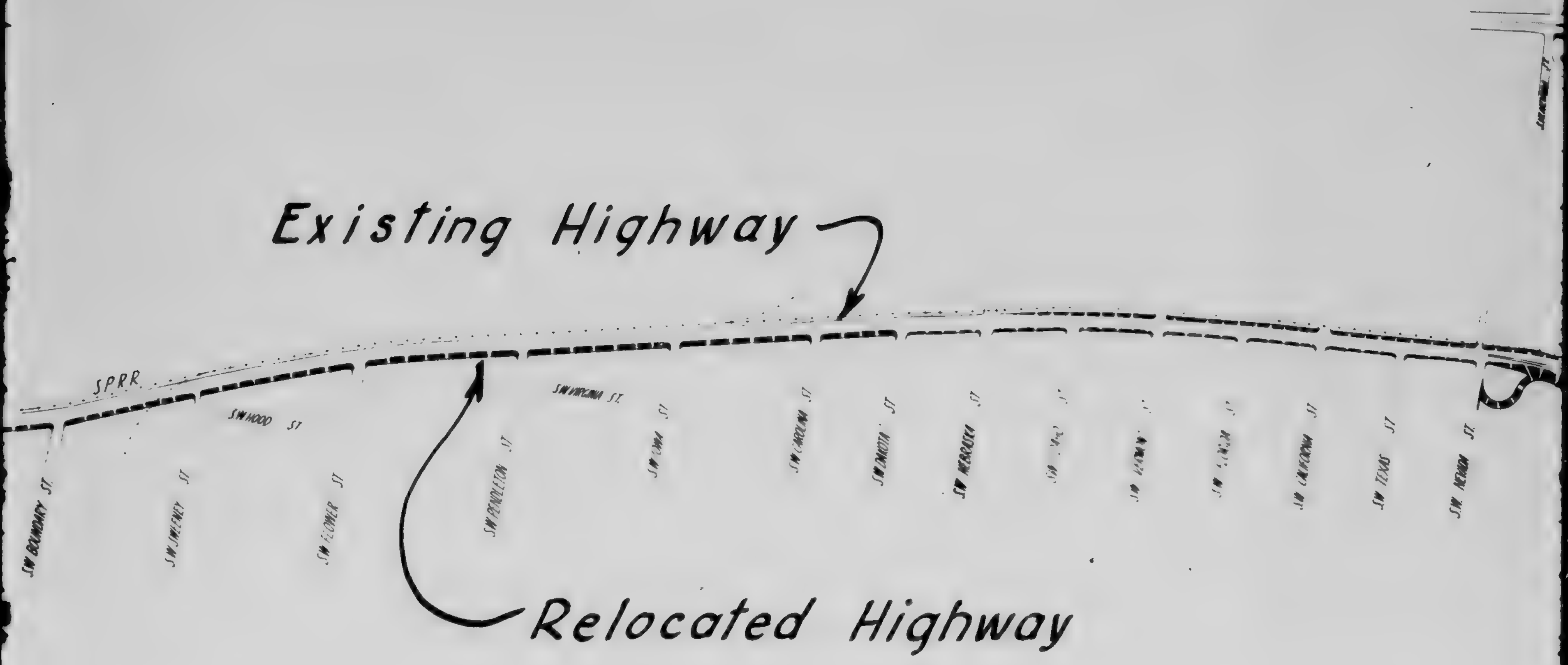
RLP:ms fn

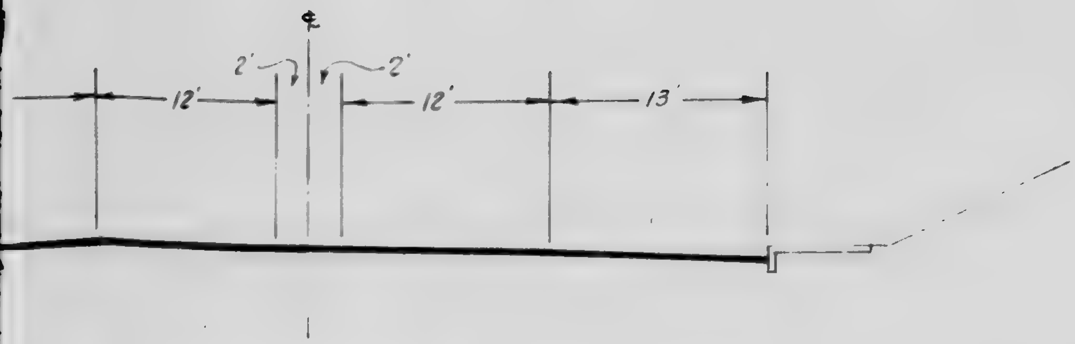

To Portland City Center
BEGINNING OF SURVEY
STA. 113+00
S.W. LOWELL ST.
S.W. BANCROFT ST.
S.W. HAMILTON ST.
S.W. KELLY ST
S.W. SEYMORE CT
S.W. JULIA ST
S.W. RICHARDSON ST
S.W. RICHARDSON CT.
S.W. MITCHELL ST.
S.W. BOUNDARY ST.
S.W. SWEENEY ST.
S.P.R.R.
N



TYPICAL

2.27 Mi.


Existing Highway
Relocated Highway
SPRR
S.W. HOOD ST
S.W. VIRGINIA ST.
S.W. BOUNDARY ST.
S.W. SWEENEY ST
S.W. FLOWER ST
S.W. PENDLETON ST
S.W. IOWA ST
S.W. CAROLINA ST
S.W. DAKOTA ST
S.W. NEBRASKA ST
S.W. CALIFORNIA ST
S.W. TEXAS ST
S.W. NEVADA ST.

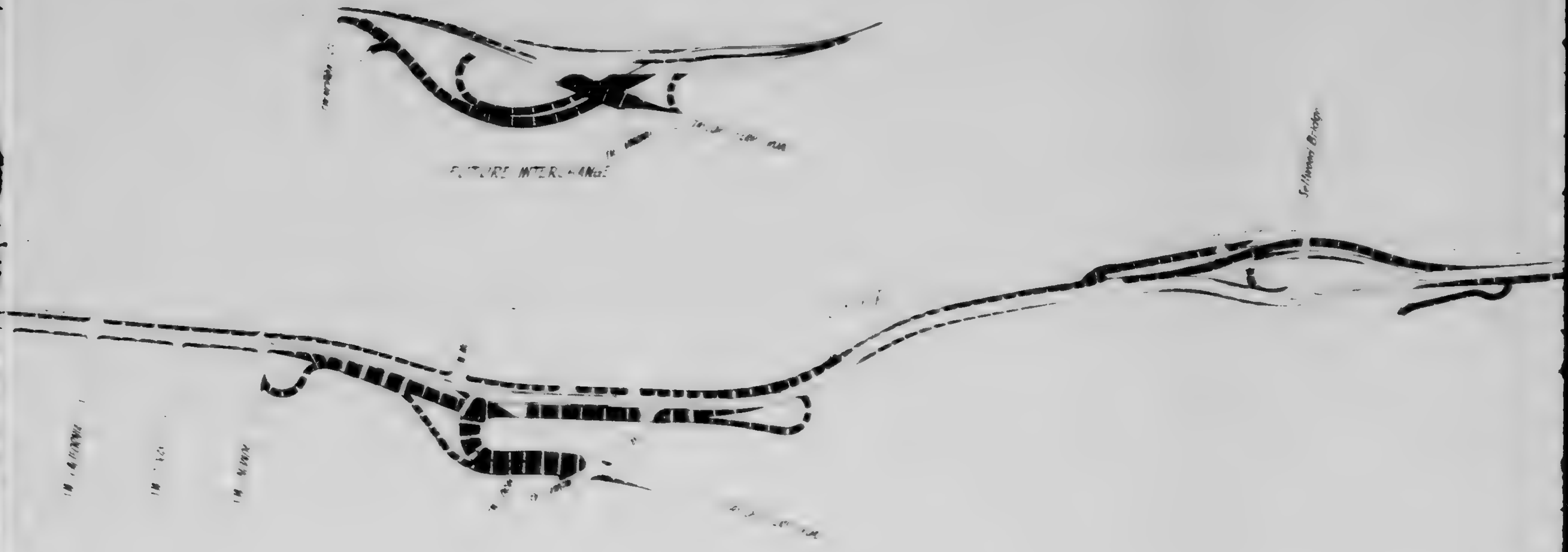


TYPICAL SECTION

Pu
Sy

Thr
Acc

D


FUTURE INTERCHANGE
Sellwood Bridge

Public Hearing ____ [illegible]
Budget Approval
County ____ [illegible]
State Highway Commission ____ [illegible]
Bureau of Public Roads ____ [illegible]

Thruway Resolution ____ [illegible]
Access Control ____ [illegible]

APPROVED

DEPUTY STATE HIGHWAY ENGINEER
Date ____ [illegible]

OREGON STATE HIG

Survey App

LOWELL ST.- SO. CI

OSWEGO

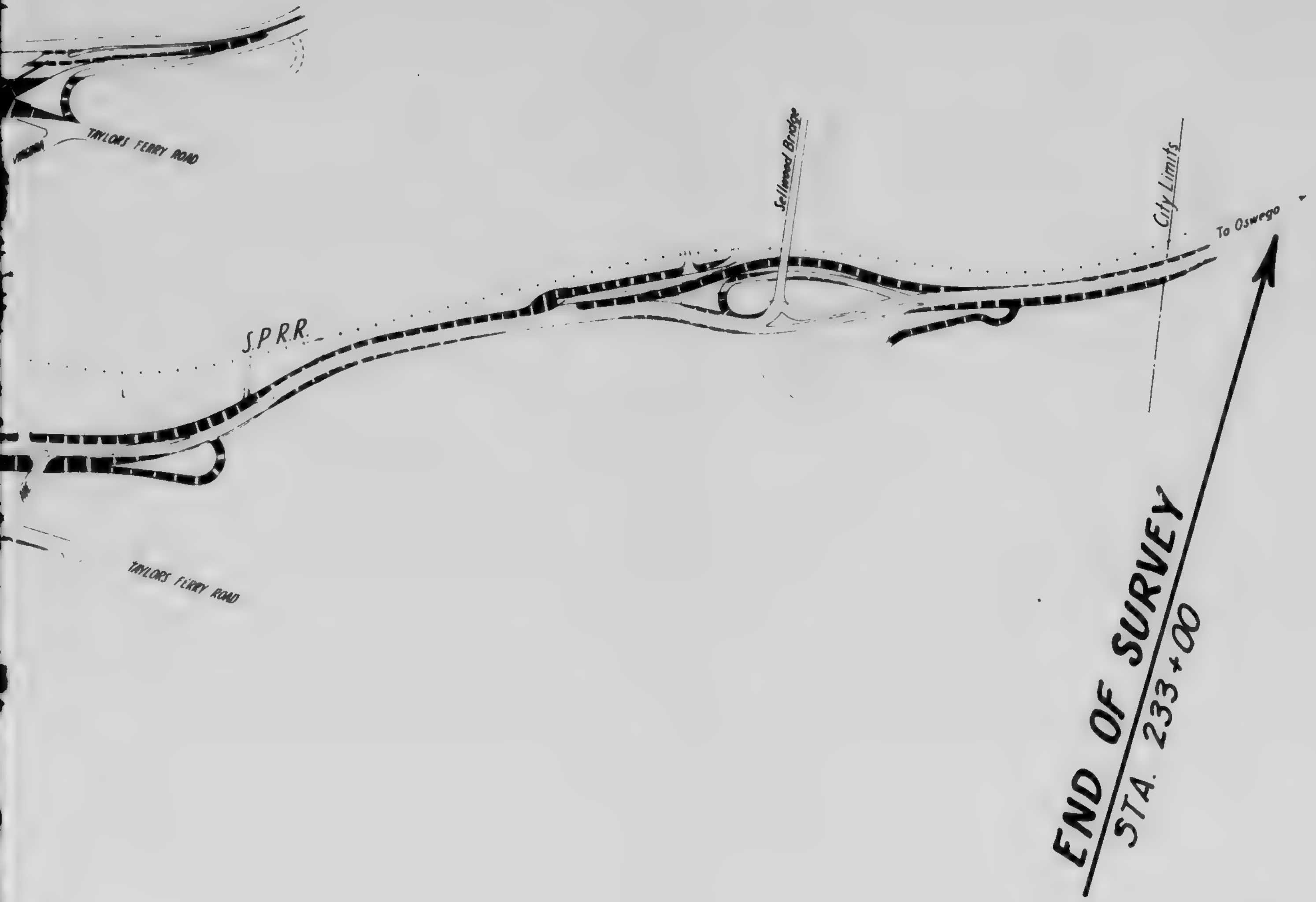
CLACKAMAS

Scale 1" = 500'

DRG. NO.

For Details See Drg. No.

1R-3-1376


TAYLORS FERRY ROAD
S.P.R.R.
Sellwood Bridge
City Limits
To Oswego
TAYLORS FERRY ROAD
END OF SURVEY
STA. 233+00

Sept. 22, 1964

None Required

mmission None Required

Roads None Required

on None Required

Limited

OVED

AY ENGINEER

OCT 5 - 1964

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

LOWELL ST.- SO. CITY LIMITS (PTLD.)

OSWEGO HIGHWAY

CLACKAMAS COUNTY

Scale: 1" = 500' Sept., 1964

DRG. NO. 1R-3-1376

For Details See Drg. No. 8B-28-17 Dated May, 1963

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9183

August 24, 1964

Oregon State Highway Commission

Gentlemen:

The survey for the Lowell Street-Portland City Limits Section of the Oswego Highway was completed in 1963. Construction is not programmed for this section but it would be desirable to hold the necessary public hearing at this time so that we may purchase some of the future right-of-way before it becomes prohibitively expensive. A map is attached for your information.

We propose to initially build a channelization at the Taylors Ferry Road intersection with an interchange in the future. A street vacation has been requested by a property owner in order to consolidate his holdings, much of which will be needed as our future right-of-way. We have requested that the street vacation be held up pending your decision on the advance purchase of right-of-way to protect our future design. Only such property as is necessary to protect the proposed improvement would be optioned at this time.

Your permission is requested to hold the necessary public hearing so that we may go through the prescribed processes leading up to purchase of rights-of-way.

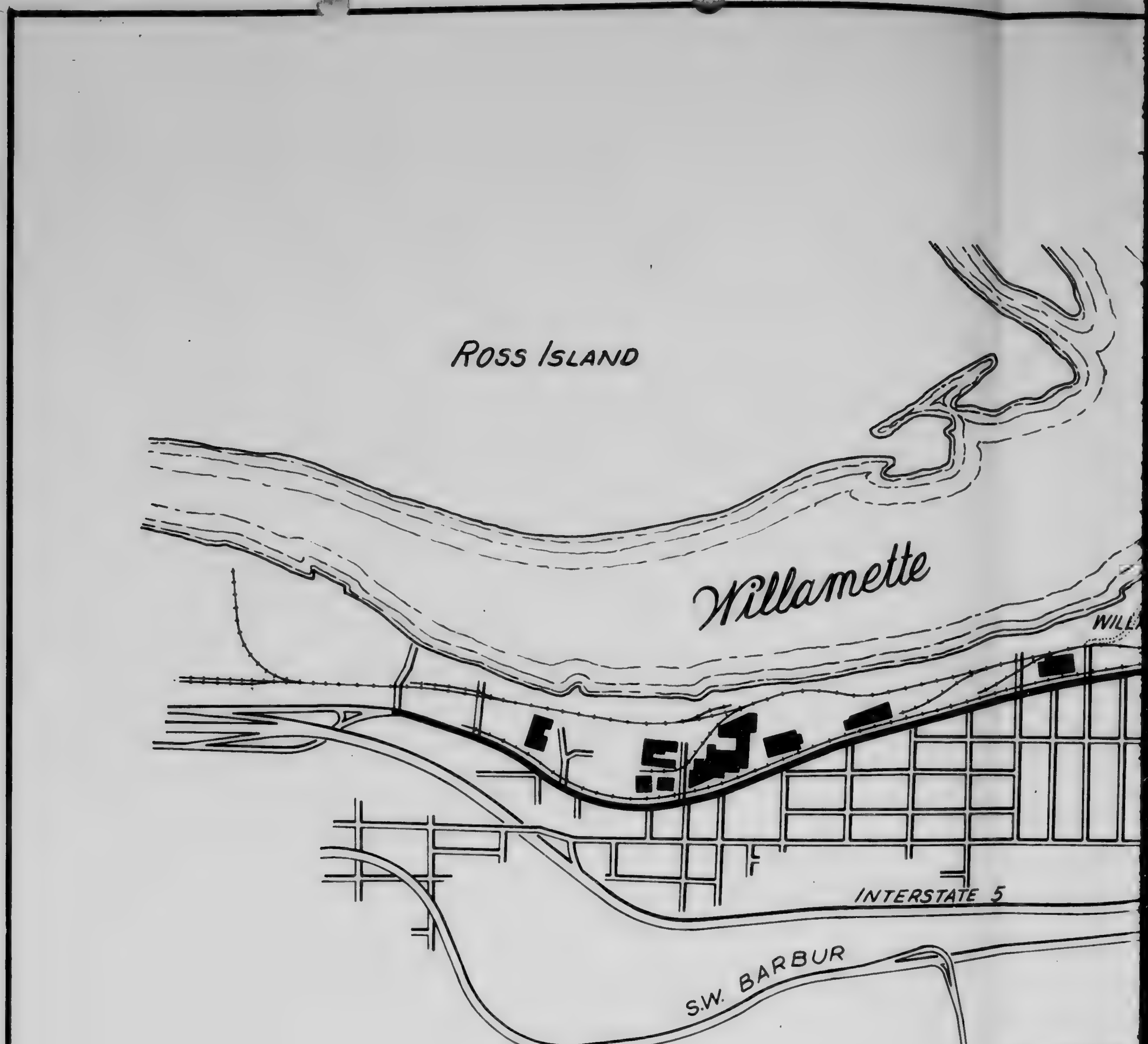
This item will appear on the agenda for the August 27 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
W. T. Wright
C. H. Maison

ADO:jp bbc

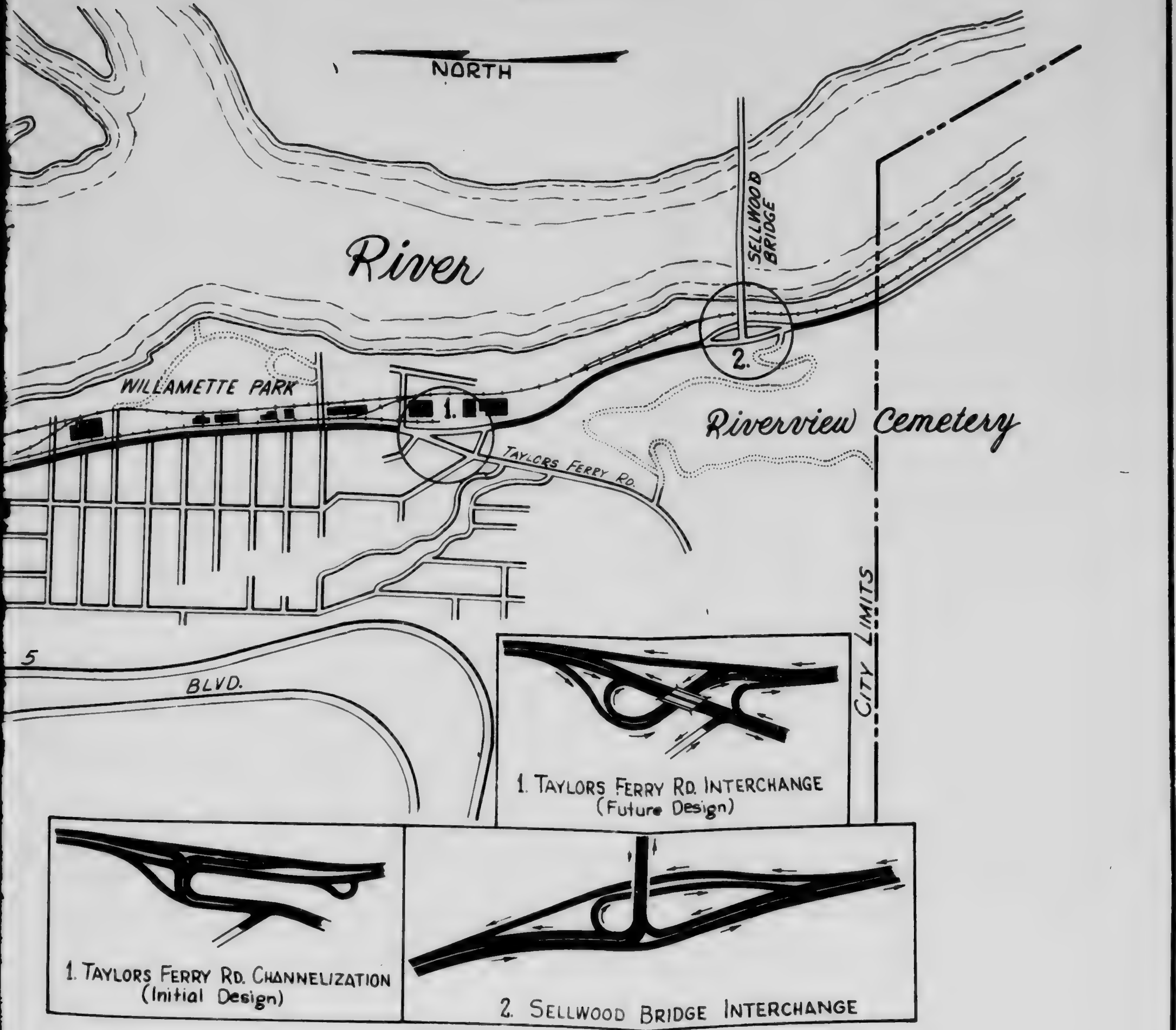

ROSS ISLAND
Willamette
WILL
INTERSTATE 5
S.W. BARBUR
1. TAYLORS

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

LOWELL ST. - PORTLAND CITY LIMITS
OSWEGO HIGHWAY
MULTNOMAH COUNTY

SCALE 1" = 1000'


NORTH
River
SELLWOOD BRIDGE
2.
1.
WILLAMETTE PARK
Riverview Cemetery
TAYLORS FERRY RD.
CITY LIMITS
5
BLVD.
1. TAYLORS FERRY RD. INTERCHANGE
(Future Design)
1. TAYLORS FERRY RD. CHANNELIZATION
(Initial Design)
2. SELLWOOD BRIDGE INTERCHANGE

RECEIVED
[illegible]
FOR FILING

9183

February 15, 1962

Mr. Fred T. Fowler
Highway Coordinator
208 City Hall Annex
Portland 4, Oregon

Dear Mr. Fowler:

Re: Lowell St.-Portland City Limits
Oswego Highway

A Mr. James G. Kirwan of the Electro Scientific Industries called me a few days ago concerning the filling of an area between S. W. Macadam and the Southern Pacific railroad tracks about 500 feet south of S. W. Virginia Avenue. He was quite anxious that this property be filled with waste material from a water line installation now being made by the City and from excavation for a substation which Portland General Electric intends to build. I understand that the property in question is owned by the City.

We are in a preliminary stage of surveys on this section and we do not know whether any excess excavation will be available for any embankment other than in the State highway right of way. Our very preliminary plans call for widening existing Macadam Avenue on the side next to the railroad track and in doing so, we would be extending the culvert at our station 202+10 approximately 55 feet. This would leave 33 feet remaining as an open ditch to connect with the culvert under the railroad track. In order to fill the entire area it would be necessary to install this additional culvert, to raise an existing manhole about 24 feet and build a new manhole on the culvert extension.

Very rough estimates place the additional cost at $2,000. We are in no position now to proceed with even the extension of the existing culvert until such time as our plans are complete and a contract is awarded. We would not be able to co-operate in the additional cost for an extension of the culvert to connect with the existing railroad culvert.

This matter has probably been brought to your attention and I am writing this letter only to keep you advised of the results of our investigation of the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
G. S. Paxson
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Lloyd Shaw
Mr. F. D. Morgan

GSP:ms

FORM 8-30 90M 8-61 94397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
Febfuary 9, 1962

SUBJECT: Culvert Vicinity Sta. 202+10
Lowell St.-Portland City Limits
Oswego Highway
Prefix: 26-1486

To: Mr. G. S. Paxson
Deputy State Highway Engineer
State Highway Building
Salem, Oregon

Upon receiving your telephone call regarding the request of Electro Scientific Industries to fill an area just south of their plant in the vicinity of Virginia Street and Macadam Avenue, the following information was obtained:

The depression, which the Electro Scientific Industries are in hopes can be filled, is off of highway right of way and onto property presently owned by the City of Portland Park Bureau. It is within an area through which we contemplate widening Macadam Avenue. Our proposed plans entail extending the culvert at Station 202+10 approximately 55 feet. This would leave 33 feet remaining as an open ditch. This is shown on the verifax copy of our location map which is enclosed.

I am enclosing a copy of a sewer proposal made by the Department of Public Works that would enclose the drainage entirely from the railroad to the highway. The drainage system would necessitate a manhole at the end of the enclosure where it enters the railroad fill. The manhole is approximately 24 feet deep. Adjacent to this 48-inch culvert is a 27-inch sanitary sewer on which there is a manhole that must be raised 24 feet. The City of Portland and the Park Bureau would like to have this area filled; but I do not believe that they would stand the cost of raising the sanitary manhole, extending the 48-inch pipe and building the new junction box and manhole as would be necessary under the proposed improvement. The City is not sure how much material will become available from the construction of the water main nor are P.G.E. plans on their substation firm relative to the materials that would be available from their construction.

Mr. James G. Kirwan of Electro Scientific Industries stated, when questioned, that he believed that either the City or the State should put in the drainage and the fill and they would place the surfacing for use as a parking lot. It was his belief that the benefits from the improvement would finally accrue to the City and, therefore, should not be born entirely by Electro Scientific Industries. Persons which I discussed this problem with at the City did not believe any money would be available from them for this work.

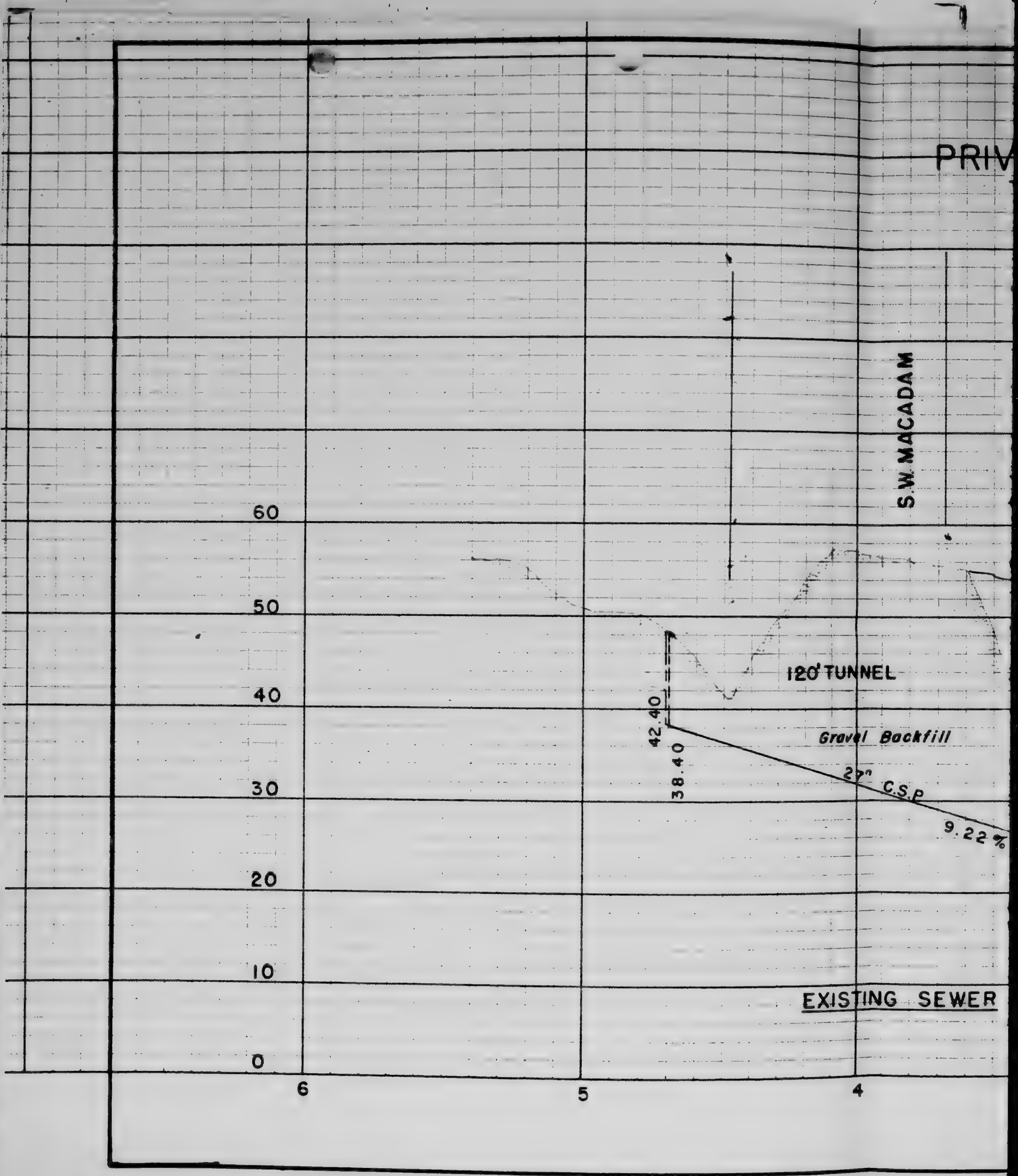
The additional work after we place the proposed culvert extension would cost approximately $2,000 and would consist of 33 feet of 48-inch pipe, one manhole and junction box combined and the raising of the sanitary manhole. Any waste materials available from our Oswego Highway improvement will be welcomed by the City Park Bureau for raising the elevation of their marine park facilities.

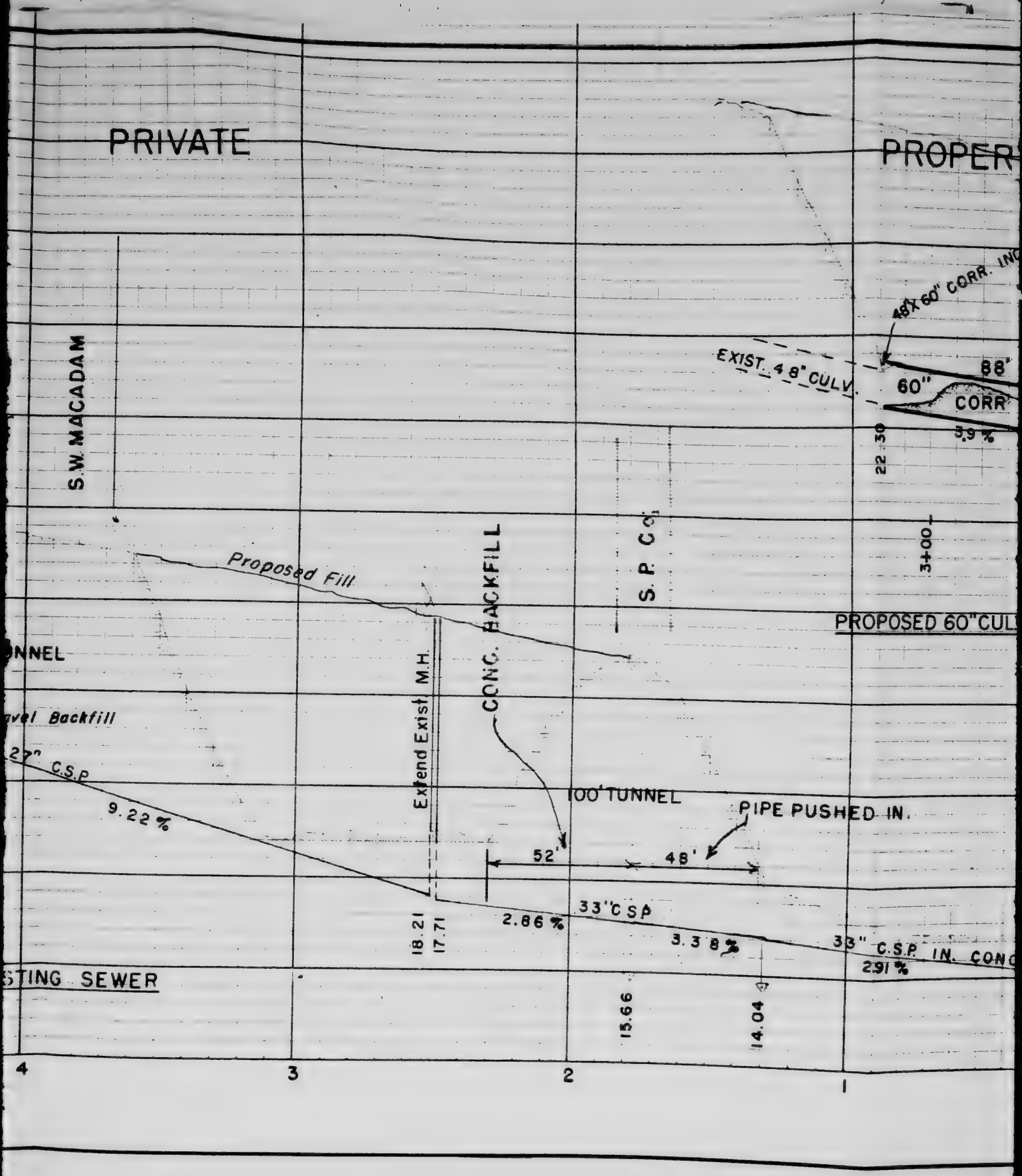
Lloyd P. Shaw
Metropolitan Engineer

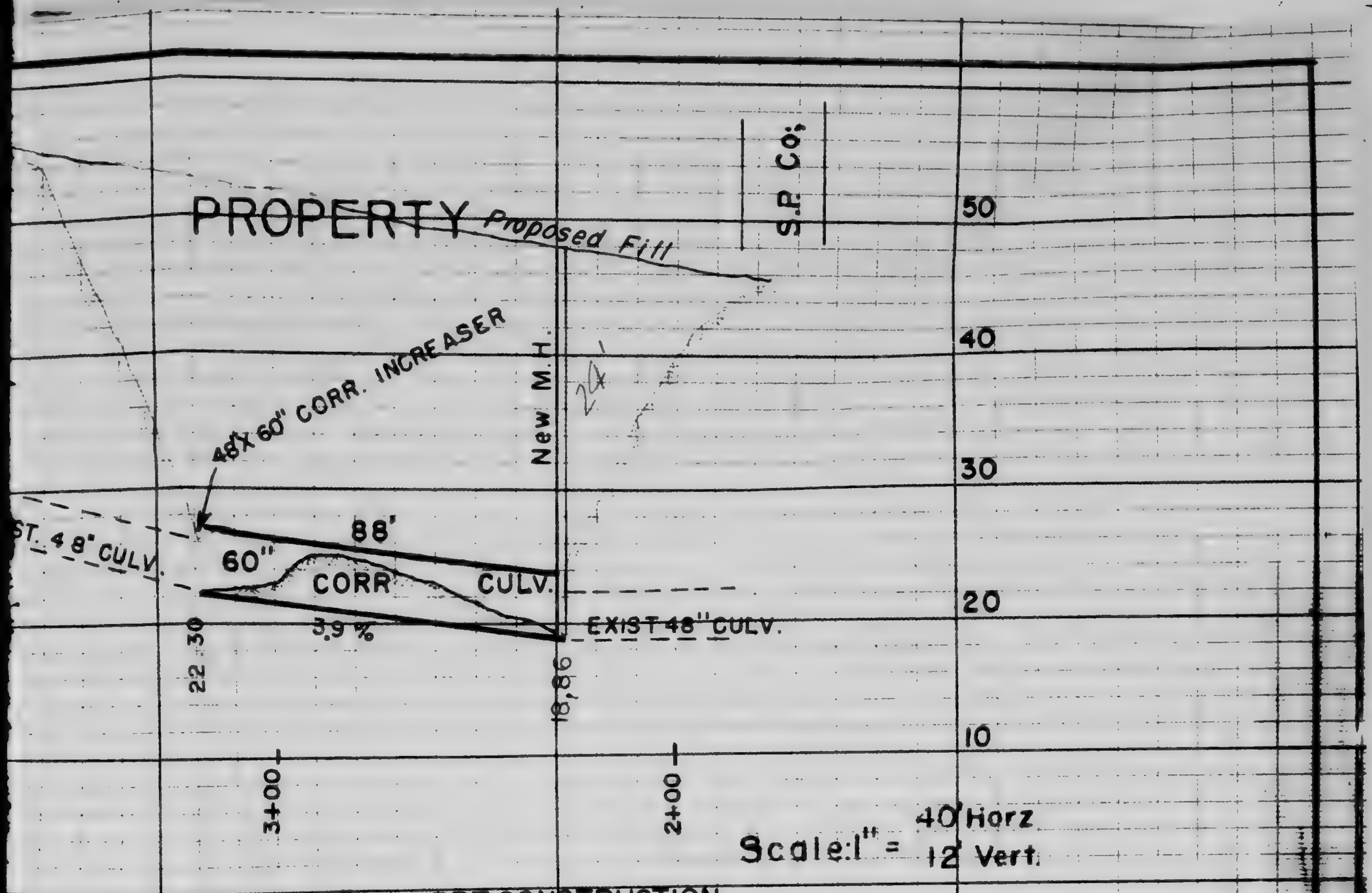
By: Jay B Boyd
Jay B. Boyd
Metropolitan Office Engineer

JBB/bb
Encl.

199+78.42
14
25
45

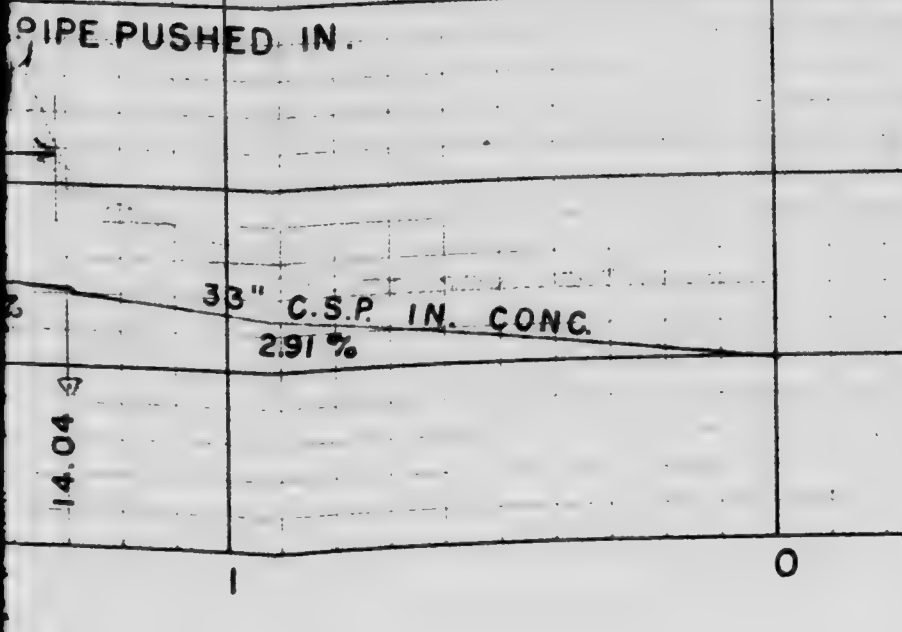

PRIV
S.W. MACADAM
120' TUNNEL
42.40
38.40
Gravel Backfill
27" C.S.P
9.22 %
EXISTING SEWER
60
50
40
30
20
10
0
6
5
4


PRIVATE
PROPER
48"X 60" CORR. INC
EXIST. 4 8" CULV.
60"
88'
CORR
3.9 %
22.30
S.W. MACADAM
3+00
S. P. Co.
Proposed Fill
CONC. BACKFILL
PROPOSED 60" CUL
NNEL
Extend Exist. M.H.
avel Backfill
27" C.S.P
9.22 %
100' TUNNEL
PIPE PUSHED IN.
52'
48'
18.21
17.71
33" C S P
2.86 %
3.3 8 %
33" C.S.P. IN. CONC
2.91 %
STING SEWER
15.66
14.04
4
3
2
1


PROPERTY
Proposed Fill
S.P. Co.
50
40
30
20
10
New M.H.
24'
48"X 60" CORR. INCREASER
ST. 48" CULV.
88'
60"
CORR
CULV.
3.9 %
EXIST 48" CULV.
22.30
18.86
3+00
2+00

Scale: 1" = 40' Horz / 12' Vert.

PROPOSED 60" CULVERT CONSTRUCTION


PIPE PUSHED IN.
33" C.S.P. IN. CONC.
2.91 %
14.04
1
0

CITY OF PORTLAND OREGON

DEPARTMENT OF PUBLIC WORKS

WM. A. BOWES COMMISSIONER

H. ROSENTHAL CITY ENGINEER

PARK PROPERTY

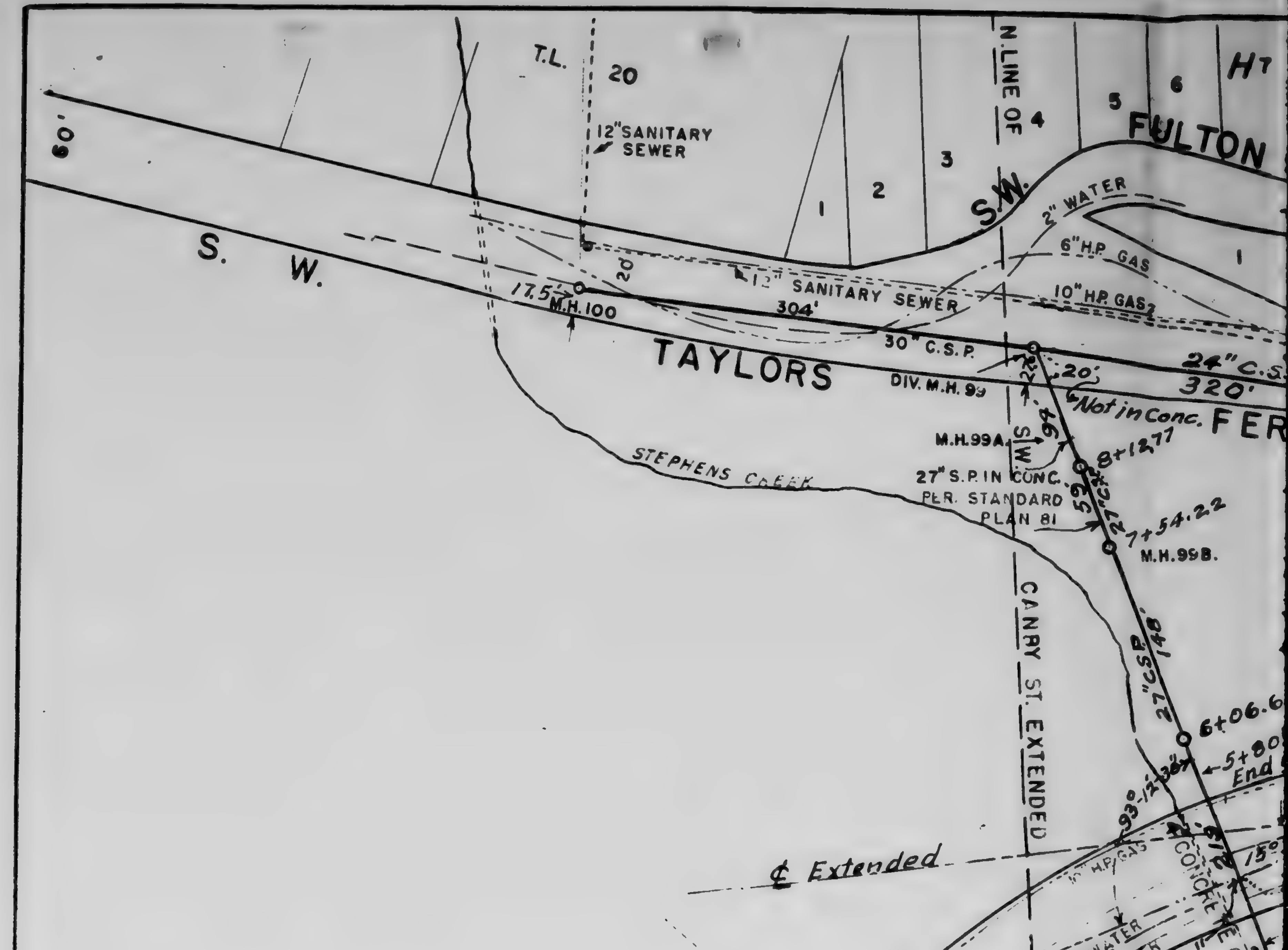
BET. RAILROAD & S.W. MACADAM AVE.

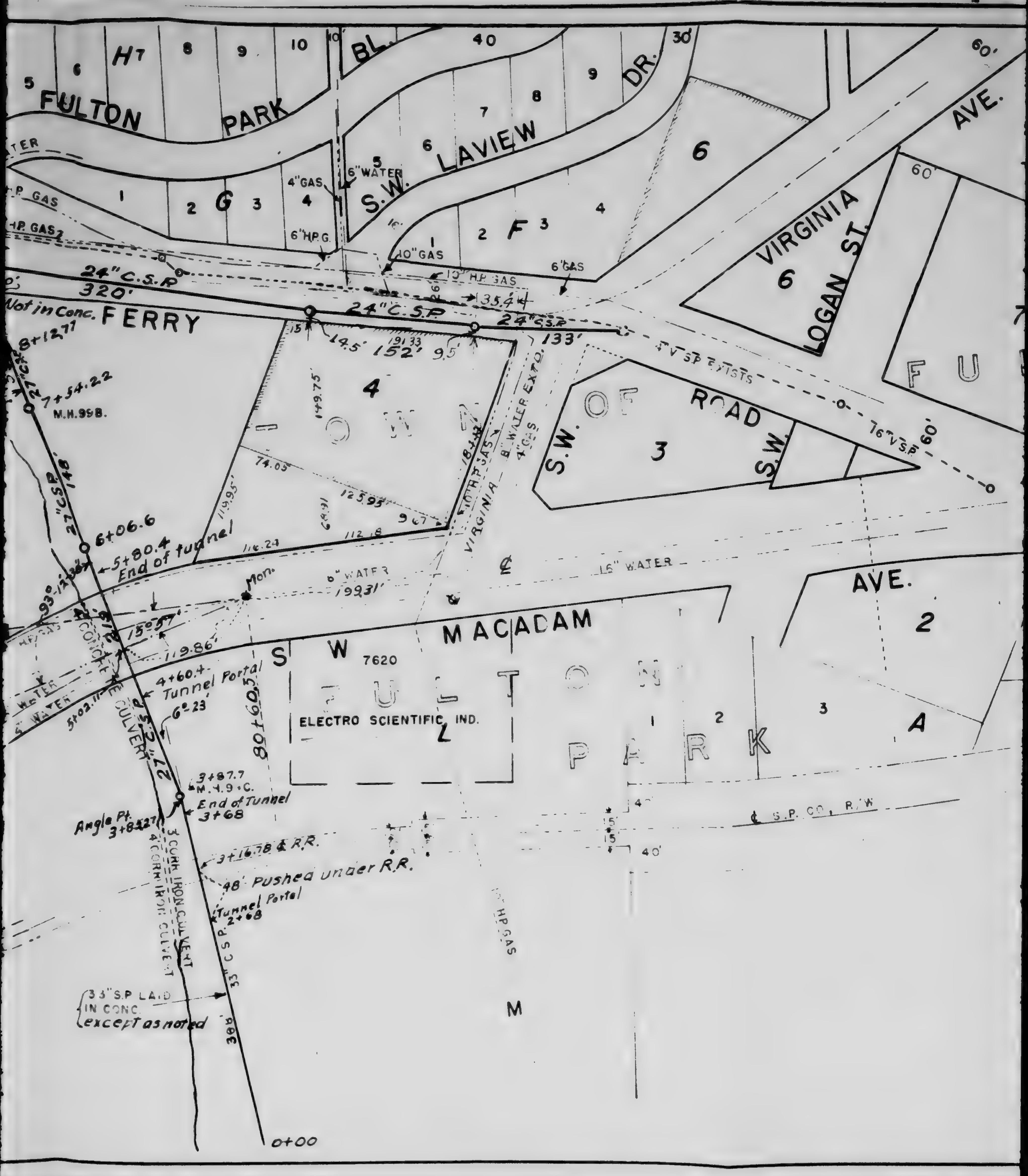
ABOUT 500' SOUTH OF S.W. VIRGINIA AVE.

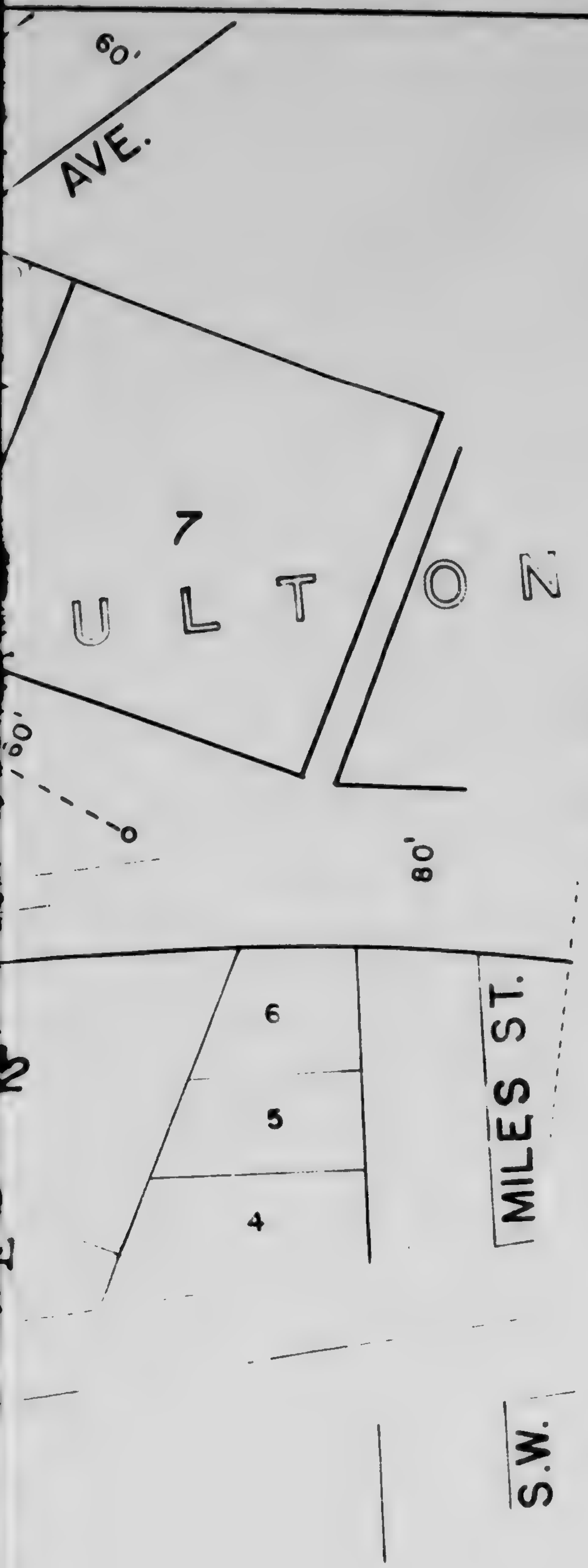
APPROVED: ______ REG. PROF. ENGR. NO. 1907
CITY ENGINEER

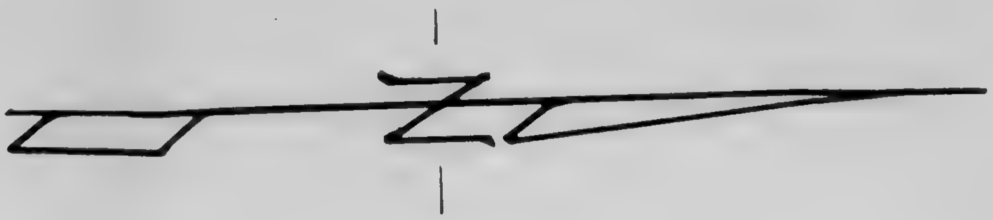
APPROVED: ______
CHIEF: REG. PROF. ENGR. NO. 2871
BUREAU OF DESIGN

JOB NO. ______ RES. NO. ______ DRAWN BY L.F.R. W.A.K.
PET. NO. ______ 1/4 SEC. 3829 SHEET 1 OF 1
UNDERGROUND CHECKED BY ______ CHECKED BY E.S.T.


60'
T.L.
20
12" SANITARY SEWER
N. LINE OF
1
2
3
4
5
6
Ht
FULTON
S.W.
2" WATER
6" H.P. GAS
10" H.P. GAS
1
S. W.
20
17.5'
M.H. 100
12" SANITARY SEWER
304'
30" C.S.P.
TAYLORS
DIV. M.H. 99
22'
20'
24" C.S.
320'
Not in Conc.
FER
M.H. 99A
S.W.
94
8+12.77
27" S.P. IN CONC. PER STANDARD PLAN 81
52
27" C.S.P.
7+54.22
M.H. 99B.
STEPHENS CREEK
CANRY ST. EXTENDED
27" C.S.P.
148
6+06.6
5+80
End
93°-12'-36"
¢ Extended
10" H.P. GAS
CONCRETE CULVERT
15°
16" WATER
4" WATER
5+02.11
Angle Pt. 3+85.27
15' 15'
10' 10'
33" S.P. LA IN CONC. except as
¢ S.P. CO R/W
80'


FULTON PARK BL.
S.W. LAVIEW DR.
VIRGINIA AVE.
LOGAN ST.
FERRY
S.W. OF ROAD S.W.
S.W. MACADAM AVE.
FULTON PARK
ELECTRO SCIENTIFIC, IND.
7620
24" C.S.P.
320'
Not in Conc.
24" C.S.P.
24" C.S.P.
133'
14.5'
152'
9.5'
35.4'
10" HP. GAS
6" GAS
10" GAS
6" H.P.G.
4" GAS
6" WATER
H.P. GAS
H.P. GAS
16" WATER
6" WATER
199.31'
Mon.
8" WATER EXT'D.
4" GAS
10" H.P. GAS
8+12.77
7+54.22
M.H. 998.
27" CSP
148
6+06.6
5+80.4
End of tunnel
93°-12'36"
15°57'
119.86'
4+60.4
Tunnel Portal
6°23'
5+02.11
CONCRETE
CULVERT
27" C.S.P.
80+60.5
3+87.7
M.H. 9+C.
End of Tunnel
3+68
Angle Pt. 3+85.27
3+16.78 ℄ R.R.
48' Pushed under R.R.
Tunnel Portal 2+68
3 CORR. IRON CULVERT
4' CORR. IRON CULVERT
33" C.S.P.
33" S.P. LAID IN CONC. except as noted
308
0+00
℄ S.P. CO. R/W
40'
15
15
40'
HP GAS
76" V.S.P.
60'
60'
60'
30'
40
FU
1 2 3 4 5 6 7 8 9 10
G
F
H
A
L
M
3
2
4
6
149.75'
74.05'
125.95'
119.95'
116.24
112.18
191.33
184.13





NOTE :-

LOCATION OF WATER, SEWER, HIGH & LOW PRESSURE GAS LIN FORMER STREET CAR TRACKS ARE UNCERTAIN BUT SHOWN ACCO TO BEST DATA AVAILABLE.

CONTACT PORTLAND GAS & COKE Co; (BR.7611) BEFORE OP STREET.

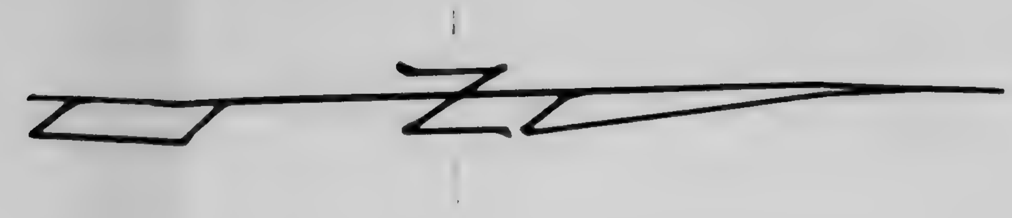
Empire Const'n Co.
Nov. 24 - 1952
C.S.P.
O.N.B. G.V.E.
O.N.B. G.V.E.
O.N.B. G.V.E.

STORM WATER OVERFLOW
FOR
SANITARY SEWER IN
S.W. TAYLOR'S FERRY ROA
L. G. APPERSON
CITY ENGINEER
PORTLAND, ORE 19
SCALE 1"=100'

APPROVED L. G. Apperson DATE Z-
CITY ENGINEER
REG. PROF. ENGR. NO. 213 NOV. 8 1919

DRAWN BY L.J.R.C

JOB NO.1410 1/4 SEC'S 3729-30 3829-30



33-21

NOTE:-

LOCATION OF WATER, SEWER, HIGH & LOW PRESSURE GAS LINES AND FORMER STREET CAR TRACKS ARE UNCERTAIN BUT SHOWN ACCORDING TO BEST DATA AVAILABLE.

CONTACT PORTLAND GAS & COKE Co. (BR.7611) BEFORE OPENING STREET.

Empire Const'n Co.
Nov. 24 - 1952
C.S.P.
O.N.B. *G.V.E.*
O.N.B. *G.V.E.*
O.N.B. *G.V.E.*

STORM WATER OVERFLOW
FOR
SANITARY SEWER IN
S.W. TAYLORS FERRY ROAD
L. G. APPERSON
CITY ENGINEER
PORTLAND, ORE 1951
SCALE 1"=100'

APPROVED L. G. Apperson DATE 7-14-52
CITY ENGINEER
REG PROF ENGR NO [illegible] 8 1919

DRAWN BY L.J.R. CHK. BY K.V.

JOB NO 1410 1/4 SEC'S 3729-30 3829-30

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
December 5, 1961

SUBJECT: Lowell St. - Portland City Limits Section
Oswego Highway
Prefix: 26-1486

To: Mr. Tom Edwards
Construction Engineer
State Highway Building
Salem, Oregon

Attention: D. J. Barbee

Submitted herewith is the engineer's estimate and Special Provisions for the reconstruction of the Oswego Highway from the Hood-Macadam couplet at S. W. Lowell Street to the Portland City Limits South of the Sellwood Bridge. Unit prices used in the estimate were furnished by the Cost Analyst's office. The following supporting data is included.

11 Rolls Platted Cross-sections
1 Roll "L" Line Profile
2 Rolls Ramp and Interchange Profiles
1 Roll Typical Sections
1 Roll Construction Map
1 Roll Removal Map
1 Roll Plan & Profile for 24" Concrete Culvert
1 Roll Sellwood Bridge Curb Return Profile
1 Folder Traverse Sheets
6 Books Field Notes
1 Folder Estimate Computations
1 Sepia of Location Map
1 Roll Right of Way and Encroachment Map
1 Sepia Property Ownership Map
1 Bundle Deeds and Railroad Permit Ordinances
2 Copies Driveway Report from City Engineer's Office

The City of Portland conducted a driveway survey along Macadam Avenue which was supposed to indicate approved location and widths for all driveways but gave locations only for driveways under City permit. Many driveways may have been in use prior to institution of the City's permit system and others were built without permit. The City Engineer advises that the maximum width of driveway permitted is 35 feet unless authorized by special ordinance and that businesses, such as service stations, [illegible] foot frontage are allowed two 20 foot driveways. He advises that driveways should be located where the owners want them at the time of construction. No driveways over 35 feet have been shown on the construction plans.

A 4-inch steel water line has been constructed through a railroad culvert and a culvert under the highway just south of the Sellwood Bridge at Sta. "L" 226+33. This water line serves as a supply line for water pumped from the Willamette River to a sprinkler system for the Riverview Cemetery. There are plans afoot to abandon this 4-inch line and use a well for a water supply; however, no definite date was given for the abandonment. The Cemetery Association was granted a permit to place this pipe in the railroad culvert in 1930. No permit was found in the D.M.S. office in this area for placing the water line in the highway culvert.

On the left, between Sta. "L" 187+00 and Sta. "L" 190+00, there is a railroad spur which is in conflict with the proposed widening of the Oswego Highway. The Southern Pacific Railroad Co. is on the right of way via a revocable permit. Under the permit, the railroad must stand the expense of moving the track for any reconstruction or relocation of Macadam Avenue.

A deep earth movement is located in the area of the Sellwood Bridge. $10,000 has been included in the estimate for slide correction. No plan for stopping this slide has been given to this office. A report by Dames and Moore to Multnomah County has been given to the Soils Department. Further soils exploration in this location will be necessary.

The entrance from the Oswego Highway to the Riverview Cemetery has been relocated. The area necessary to construct the entrance and access road has been shown on the Right of Way map as a construction easement, rather than an outright purchase, to avoid continuing maintenance on the access road.

La View Drive is usable only for southbound traffic under the plan shown.

The channelization at Lowell St. has not been changed pending a possible improvement of Bond St. by the City of Portland and/or property owners in this area.

A vicinity map of the Sellwood Bridge area has not been made at this time.

Benedict

[illegible] Benedict, Assistant
Metropolitan Engineer

[illegible]/cs
Encl.
cc: Tom Edwards
Roy Pyle
Luther Freeman

LOCATION PROSPECTUS
LOWELL STREET-PORTLAND URBAN LIMITS SECTION
OSWEGO HIGHWAY
MULTNOMAH COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Oswego Highway, which is a State Primary facility on the Federal Aid Primary System. The northerly terminus is at S. W. Lowell Street, which is at the end of the Macadam Avenue-Hood Avenue Couplet. The southerly terminus is at the south urban limits of Portland. The overall length of the project is 2.3 miles.

This will be a location survey to prepare plans, specifications, and estimates for widening, grading, and paving on existing alignment. The project is within the urban limits of the City of Portland.

Reconnaissance is not necessary. Soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing (1959) ADT is 16,000 and the projected (1978) ADT is 32,000. Maximum grade and curvature will be 3 per cent and 7 degrees respectively. Traffic warrants a four-lane divided highway. The typical section will consist of two 24-foot traveled ways separated by a 16-foot median. Curbs will be provided, set two feet out from the travel lanes. Five-foot sidewalks are to be constructed only where required. Deviations from State and Federal Standards are not anticipated.

Rise and fall data is not available. The central angle is 150 degrees.

This will be an expressway with access limited to designated roadways and connections. There is an interchange at the Sellwood Bridge and there is one at-grade crossing of a Southern Pacific Company railroad spur at S. W. Sweeny Street. There are no major stream crossings.

The tentative base design by G. L. Decker is:

Paving, Base and Wear	3½"	Asphaltic Concrete
Top Course Base	2 "	3/4"-0 Crushed
Bottom Course Base	19 "	Coarse Crushed
Total Depth	24½"	

Materials are available from local commercial sources.

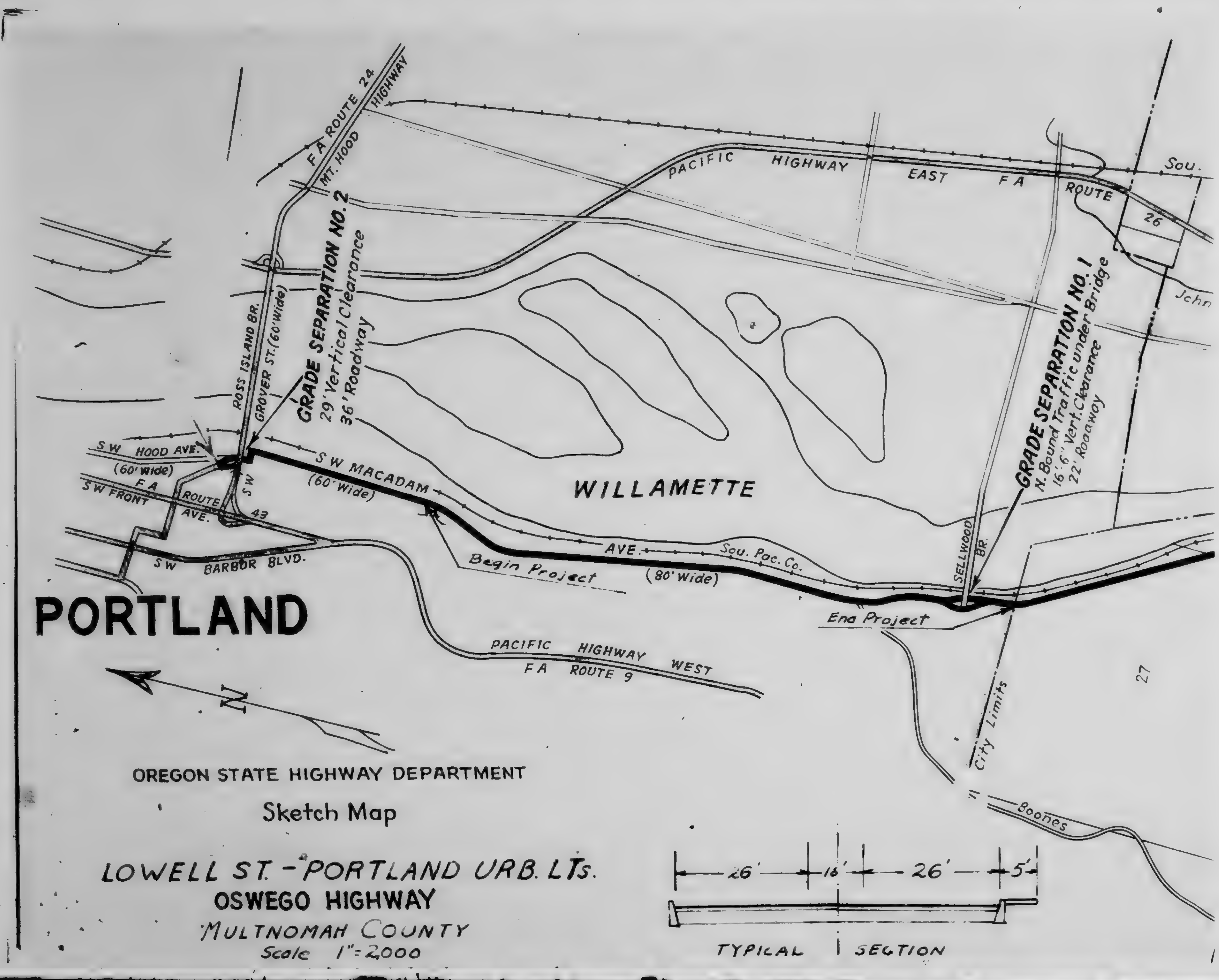
Agreements with the City of Portland will be necessary. Agreements with Multnomah County will be necessary concerning the west approaches to the Sellwood Bridge.

There are no State Parks or roadside rest areas affected by this project.

August 1, 1960

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
Lloyd P. Shaw (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright


PORTLAND
N
WILLAMETTE
F A ROUTE 24
MT. HOOD HIGHWAY
PACIFIC HIGHWAY EAST F A ROUTE 26
Sou.
John
ROSS ISLAND BR.
GROVER ST. (60' Wide)
GRADE SEPARATION NO. 2
29' Vertical Clearance
36' Roadway
SW HOOD AVE.
(60' Wide)
F A ROUTE 43
SW FRONT AVE.
SW
SW MACADAM (60' Wide)
AVE. (80' Wide)
Sou. Pac. Co.
SW BARBOR BLVD.
Begin Project
End Project
SELLWOOD BR.
GRADE SEPARATION NO. 1
N. Bound Traffic under Bridge
16'6" Vert. Clearance
22' Roadway
PACIFIC HIGHWAY WEST
F A ROUTE 9
City Limits
Boones
26'
16'
26'
5'
TYPICAL SECTION

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

LOWELL ST. - PORTLAND URB. LTs.
OSWEGO HIGHWAY
MULTNOMAH COUNTY
Scale 1" = 2000

1980 Lane County Pavement 9184
Marking Project No. 3.

C & A 7182   1-7-80

HASTINGS, MN · LOS ANGELES
CANTON · McGREGOR, TX U.S.A

STATE COPY

CY: OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 4-15-82	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. PMS-000S(97
COMPLETION DATE 2-23-81	ACCEPTANCE DATE BY CONTRACT AGENCY 5-28-81	TIME ELAPSED 83 %	CONTRACT TIME 180 C.D.
APPROVED EXTENSIONS None	LOCATION Various County Roads in Lane County		

~~*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LANE COUNTY PAVEMENT MARKING PROJECT NO. 3
VARIOUS COUNTY ROADS
Pavement Marking

RECEIVED
STATE HWY ENGR
APR 19 '82
REFER TO
FOR
Info Inves R/D D.x Sign Act File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant		SIGNATURE Original signed G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Douglas S.Coats, Inc. No. 9143	Willow Cr. Br. (Heppner) Morrow County	May 8, 1981
Columbia Pacific Construction Co. No. 9035	Molalla River (Goods) Bridge Clackamas County	May 8, 1981
Babler Bros., Inc. No. 9055	Zigzag River-Ski Bowl Frontage Road Clackamas County	May 8, 1981
Hamilton Electric,Inc. No. 9088	Klamath Falls-Lakeview Hwy. @ Avalon St. Klamath County	May 11, 1981
East County Electric Co. No. 9104	CBD Signal System Expansion (Portland) Multnomah County	May 11, 1981
Roy E. Ladd,Inc. & Carl R. McConnell No. 8808	SE Yamhill St.-SE Powell Blvd. Multnomah County	May 12, 1981
Coral Const. Co. No. 9082	E. Fremont Intchge.-SW Corbett Ave. U'Xing & Stadium Fwy. Multnomah County	May 13, 1981
Wildish Corvallis Construction Co. No. 9032	Elm St.-34th Ave. (Albany) Linn County	May 15, 1981
Wagner Const. Co. No. 9122	Justice Center, Phase 1 Multnomah County	May 20, 1981
Tice Electric Co. No. 9140	Clackamas Hwy. @ Freeman Ave. (Milwaukie) Clackamas County	May 21, 1981
Select Contractors,Inc. No. 9184	Lane Co. Pavement Marking Project #3 Lane County	May 28, 1981

Contractor and Contract No.	Section & County	Acceptance Date
J. C. Compton Co. No. 9022	Twin Meadows Rd.-Santiam Jct. Linn County	May 29, 1981
Poe Asphalt Paving, Inc. No. 9116	Bully Cr. Rd.-Ritter Jct. Grant County	June 1, 1981
W. R. Grasle Co. No. 8711	SW Pine St.-SW Madison St. (Portland) Multnomah County	June 4, 1981

June 4, 1981 CT Keasey

C. T. Keasey
Asst. State Highway Engineer

9184

June 2, 1981

St. Paul Fire and Marine Insurance Co.
500 N. E. Multnomah, Suite 700
Portland, OR 97232

CON 5
#9184

Gentlemen:

Contract No. 9184 awarded to Select Contractors, Inc., for the Lane County Pavement Marking Project No. 3 was completed on April 1, 1981, and accepted by the State Highway Division on May 25, 1981.

Final payment in the amount of $7,217.97 will be released to the contractor after June 8, 1981. The total contract amount is $136,565.17 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc Select Contractors, Inc.
3652 Hillcrest Avenue, S.W.
Seattle, WA 98116

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

11-1

ROAD DESIGN SECTION 378-6558

Dave Jones
Resident Engineer

March 20, 1981

D. N. Stoudenmeyer
Design Engineer Supervisor

Lane County Pavement Marking Project #3

This letter acknowledges receipt of your narrative report on the subject project. You express several problems with the plans on which we would like to comment.

The first was the length of post. Our specifications now call for a height of post above grade rather than any set length.

You objected to the use of "cat eyes" rather than reflective tape. We now specify the use of tape exclusively.

The County Maintenance Foreman moved the posts farther than 2 feet from the shoulders. This was a County project so it's their choice; however, our standard calls for posts to be 2 feet outside the shoulder and we don't want them any further out or they will cease to be a road delineator.

In conclusion you express concern for the need of these delineators on low volume roads. Our present instructions are to question the use of such installations on roads under 500 ADT.

DNS:rlr

cc: D. N. Stoudenmeyer
Bill Beard

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
[illegible]
Wakerlig

RECEIVED
MAR 23 1981
ROAD DESIGN SECTION

Do Not File ☐
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RECEIVED
MAR 1 6 1981
ROAD DESIGN SECTION

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2 Beard
1 Stoudenmeyer
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Return [✓ Discuss] File Copy Due
BY FINAL DESIGN ENGINEER

Prepare letter of acknowledgement

NARRATIVE REPORT

LANE COUNTY PAVEMENT MARKING PROJECT #3

This project was for the installation of approximately 6,300 delineators and 520 narrow bridge object markers on various county roads in Lane County.

The contract was awarded on September 4, 1980 to Select Contractors, Inc. of Seattle for $150,154. The project authorization was for $174,397.29.

The completed contract cost was $133,600.75.

The specified Calendar Days was 180 and 150 were used. The engineering was totally used.

This was the first time the contractor had done work in Oregon, but they had considerable experience doing state projects in Washington, Alaska and Montana. The are principally a striping and signing contractor though they did have experience with installing delineators. They were very co-operative and did an excellent job.

Prior to bid opening, several suppliers and manufacturers were trying to get their flexible delineator accepted as an approved equal to the specified Carsonite post. In the end, it came down to the "Carsonite" post and the "Safe-hit" post. After much "price shopping" by the contractor, they decided to use the "Carsonite" post. Originally, the Safe-hit post was more economical on a complete installation basis. After Traffic Safety Supply agreed to rout the Carsonite post to facilitate the "cat eye" we required, the Carsonite post was less costly to the contractor.

The contractor planned a moving operation that required a lead pickup, a pickup that had a cantilever arm with an air hammer made especially for driving the Carsonite post. This pickup also pulled a compressor to supply air to the driver. After the post was driven, the "cat eye" was attached with a pop rivet. A third pickup followed with a flashing arrow.

The standard signing for closing a two-lane road to one way traffic was used with a flagger operating the lead pickup and trailing pickup. The advance signing was placed at each end of the road. Intermediate signing was used at major intersecting roads and on sharp curves where required.

Using known costs of labor and materials and using AGC rates for equipment, I was able to establish that they had to install approximately 80 posts each day they worked in order to make a profit. They averaged between 180 and 200 a day with a low of about 60 on one day to a high of about 280 posts in sand near the coast.

They started in the higher altitudes southeast of Cottage Grove to avoid snow zones. They proceeded northerly to the rural Eugene-Springfield area working westerly to Veneta. They then moved their base of operations to the coast to complete the work between the coast and Veneta.

After completion of the delineator work they started the object marker installation. They used the same type of moving operation, except they used a guardrail auger truck and drilled the post holes rather than drive the posts.

[illegible] problems.

Narrative Report
LCPM #3
Page 3

Specs clear on height above ground now 5'-6"

First of all, we didn't specify a long enough post, if there had not been the "shopping" by the contractor for the most economical post, we would have not had a satisfactory post, i.e. in the future, Carsonite posts should be 7'-0" long and safe-hit posts should be 7'-0" total length with the driven portion being 2'-0" rather than 1'-6". We do not need the "cat eyes", reflective tape is satisfactory and much more economical. Routing the Carsonite post, the "cat eye" and rivet cost $1.42 per post and this didn't include affixing the "cat eye" to the post.

Specs now call for height above pavement - not length of post

Only tape is now used

all tape now no buttons 2 specs

Both Safe-hit and Carsonite will furnish reflective tape attached to the post at no extra cost because of the sales competition between products, I'm sure other suppliers must be in the same situation.

By observation it is my estimate that approximately 10% of the delineators were vandalized after a road was completed. This was due in part to the low volume of traffic on some roads and partly because people found the could bend and wiggle the flex posts until they came out of the ground.

The county maintenance foreman didn't like the location of the posts (two feet from the edge of pavement); so they moved them out farther, even before the final inspection. This was done so they could blade shoulders.

2' outside shldr.

2' off shldr [illegible] to [illegible]

Staking was done by two man teams working on opposite sides of [illegible] working [illegible] [illegible] other methods were tried but none turned out to be very efficient.

The inventory for the object markers was off by 50% because of the lapse in time from initial inventory to contract letting. At the time this report is being written, the surplus object markers are being bought from the contractor and then sold to the County as future replacement markers.

During the project planning phase, I received excellent help from Floyd Lacey and Duane Christensen relative to the errors on the plans and establishing what were approved equals.

Some suppliers implied that their product had been approved for use when in fact, it had not.

I have mixed emotions about the effectiveness of the work done. On one hand, it doesn't appear cost effective and will be a high maintenance cost in the future, but on the other hand it may save some lives.

I definitely believe that flex posts are more suited for high volume roads and steel posts should be used on lower volume roads to reduce vandalism.

[illegible] roads [illegible]

In summary: it is my opinion, I don't believe that on low volume county road there is evidence of a safety improvement and it is definitely not cost effective. The only place I feel we made any safety improvement was on extremely sharp curves.

David [illegible] [illegible]
Resident Engineer

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lane County Pavement Marking Project #3

WEEK ENDING: March 14, 1981

SECTION PREFIX: 220-1035

HIGHWAY: Various County Roads

COUNTY: Lane

NAME OF JOB: Lane County Pavement Marking Proj. #3

KIND OF WORK: Delineators and Object Markers

CONTRACTOR: Select Contractors, Inc.

CONTRACT NUMBER: 9184

FEDERAL AID PROJECT NUMBER: PMS-000S(97)

DATE OF CONTRACT: September 5, 1980

DATE WORK STARTED: October 16, 1980

ESTIMATED COMPLETION DATE: February 23, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 180

CALENDAR DAYS USED 150

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 83

PROJECT AUTHORIZATION: $ 174,397.29

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 160,568.43

ENGINEERING AUTHORIZATION $ 13,828.86

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 85

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 133,600.75

ENGINEERING COST TO DATE $ 13,828.86

DATE PROJECT WAS COMPLETED: February 23, 1981

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 17 %

PERCENT OF AUTHORIZATION 100 %

Semifinal completed 3/13/81, to be submitted to Region 3/16.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	DELINEATORS	OBJECT MARKERS
						100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
MAR 16 1981
CONSTRUCTION BRANCH
Richards
berg
Imbes
Widmer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final report.

SIGNED David L. Jones, R.E. LOCATION Springfield

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
1045 Gateway Loop, Springfield, OR 97477

IN REPLY REFER TO
FILE NO. REFERRED TO
Beard
Stoudenmeyer
Cole
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Eriksen
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Hager ✓
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BY FINAL DESIGN ENGINEER

September 19, 1980

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
RECEIVED
SEP 22 1980
ROAD DESIGN SECTION
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Return To

W. M. Mohundro
Select Contractors, Inc.
3652 Hillcrest Ave. S.W.
Seattle, WA 98116

Dear Mr. Mohundro:

I have received your request of September 15, 1980, for approval of the Safe-Hit guide post for use on the Oregon State Highway Division construction contract number 9184.

As you are aware the Safe-Hit post is not the specified post and can only be accepted as an "Approved Equal."

In order to qualify as an approved equal, the Safe-Hit post must not only meet the physical tests that were performed last year in Washington, they must also under go a product evaluation for installation standards, reflective material, and adhesive material.

In order to make these evaluations we will need samples of the various components of the post.

Mr. Bill Soule and Mr. Bob Cunningham of Safe-Hit have made several contacts with me regarding acceptance of their post. Our standard specifications require them to make all submittals through you for approval unless you grant them permission, in writing, to make direct submittals (reference Article 105.02 OSHD Standard Specifications).

The time required to get product acceptance is your responsibility and is not a cause for time extensions or increased monies, therefore, it behooves you to expedite the submittals.

In summary, I can not give approval to the Safe-Hit post based on your letter without more data and information.

Yours truly,

Original Signed by David L. Jones

David L. Jones
Resident Engineer

klm

bc: Jim Gix, Duane Christensen ✓, Floyd Lacey, George Price

Form 734-3123

WE FULLY AND ACTIVELY SUPPORT
EQUAL OPPORTUNITIES FOR ALL AMERICANS

SELECT CONTRACTORS, INC.

3652 HILLCREST AVENUE S. W. • SEATTLE, WASHINGTON 98116 • Phone: 935-3836

September 15, 1980

State of Oregon
Dept. of Transportation
Resident Engineer
1045 Gateway Loop
Springfield, Oregon 97477

Attn: Mr. Dave Jones

Re: Lane County Pavement Marking project #3
Delineators & Object Markers
FAP No. PMS-000S (97)
Contract #9184

Subject: Delineators Approval
Sec. 623.11

Gentlemen:

We respectfully request approval of Safe Hit Guide Posts for the above referenced project.

Yours very truly,

W.M. Mohundro

W.M.Mohundro

cc: County Engineering Dept.
Lane County Oregon

RECEIVED
RESIDENT ENGINEER

SEP 17 1980

RE
☐ ☐ ☐ ☐ ☐
EUGENE, OREGON

WMM/mms

SEWERS STORM DRAINS EXCAVATION EQUIPMENT RENTAL LAND DEVELOPMENT LOGGING EARTHMOVING ENGINEERING CONSTRUCTION CLEARING TRUCKING TIMBER BRIDGES

9184

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-8	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Lane Project No. PMS-000S(97)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Countywide

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-09-79	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	08-06-80	0.00

OTHER *(Specify)*

FUNDS PRO RATA 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 185,825.00	$ 185,825.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
XX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G.L. Green
Date executed by Division Administrator 9-16-80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement -is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G-File

Oregon State Highway Division
Salem, Oregon September 10, 1980

Federal Aid Project
No. PMS-000S(97)

Lane County Pavement Marking Project No. 3
Various Lane County Roads

PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering			All Required	$15,400.00

Type Code Y111
Delineators

Mobilization			All Required	$ 8,000.00
Temporary Protection and Direction of Traffic			All Required	3,000.00
Temporary Signs	296	Sq. Ft.	4.50	1,332.00
Temporary Barricades	8	Only	27.00	216.00
Flagment	1,000	Hour	16.50	16,500.00
Delineators, Type 2 (W-1)	6,298	Only	17.00	107,066.00
Object Markers, Type 3	520	Only	27.00	14,040.00
			SUBTOTAL	$150,154.00
			Engineering	20,271.00
				$170,425.00

Length of Project -------------- 0.0 miles

SUMMARY OF FUNDS (100%)

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 15,400.00	$ 15,400.00
Delineators	170,425.00	170,425.00
TOTAL	$ 185,825.00	$ 185,825.00

Group 1	100%
Contract No.	9184
Prefix	220-1945
Prefix	220-1035

Oregon State Highway Division
Salem, Oregon September 10, 1980

Federal Aid Project
No. PMS-000S(97)

Non-participating State Work

State Responsibility for Damages	All Required	$3,500.00

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/11/80

Donald L Rout

August 28, 1980 Bid Letting ________ All Clear Deadline

SECTION Lane Co. Pavement Marking

Highway ________

County Lane Region 3

Type of Work Pvm't Marking Funds PMS

State ____ Consultant ____ Plans Avail. ___Yes ___No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☐	☒	☐	☐	☒	Non-major

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
	☐	☐	☐	☐	☐
	☐	☐	☐	☐	☐

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☒	☐	☐	☐	☐
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☒	☐	☐	☐	☐

1124

January 7, 1980

AGR 4-2

Mr. George F. Price, Director
Department of Public Works
Lane County
3040 N. Delta Highway
Eugene, OR 97401

MISC. CONTRACTS and
AGREEMENTS No. 112

Dear Mr. Price:

Attached for your files is a fully executed copy of an agreement concerning the Lane County Pavement Marking Project No. 3.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: September 12, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Section 205 Project

Lane County is requesting a project to install delineators and object markers on various county roads. The total project cost is to be limited to $200,000. The County has listed their roads in priority order with the intent that as many as possible can be covered within the cost limitation.

Installation will be by contract with all phases of engineering to be performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Funds	Federal Funds
Lane County	Lane County Pavement Marking Project No. 3	$200,000	$200,000

The proposal has been investigated and is eligible for financing under Title II, Section 205 (Pavement Marking Demonstration Program). We recommend your approval and request that you authorize this project under delegated authority.

APPROVED BY:

RHB:jrb

Attachment

H S Coulter
State Highway Engineer

Date 9/14/79

9174

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: PMS-000S(97)

STATE PROJECT NO.: See below

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 90299

COUNTY NAME: Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO Moehring
FOR
Info | Invest | R/D | D/R | Sign | Act | File

10-16 orig

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 10-9-79

FEDERAL ROUTE NUMBER: Various

STATE ROUTE NUMBER: Various

GENERAL LOCATION:

Lane County Pavement Marking Project #3

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER *(Specify)*
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 21, 1979, I concur that the subject project is a non-major action and you are authorized to proceed with the work as shown above at a TEC not to exceed $15,400.

DATE: 10-9-79

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979—721-918

REPORT OF ACTION UNDER DELEGATED AUTHORITY

BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve Title II projects, I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
W. 1st Ave.-SPTC Railroad Van Buren St.(Eugene)	$ 15,000	$ 13,500	$1,500(By PUC)		9/6/79
Region I Pavement Marking	162,000	162,000	-	-	9/5/79
COPRR At N. Main Street (Prineville)	67,000	60,300	6,700(By PUC)		9/24/79
Lane County Pavement Marking Project No. 3	200,000	200,000	-	-	9/14/79
Statewide Safety Priority List	52,500	47,250	5,250		9/26/79

October 9, 1979

H. S. Coulter
State Highway Engineer

wsB—

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

DATE: September 17, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Project Approval
Title II Section 205
Lane County Pavement Marking Project No. 3

Attached is project data for installation of delineators and object markers on the subject project.

Total project cost is to be limited to $200,000. The delineators and markers are to be installed within that fund limitation according to the attached priority listing of County roads.

The County has requested "Flexpost" delineators as shown on TES Drawing No. S-708 (3-2.27). The object markers are to be Type 3 as defined in the MUTCD.

Construction is to be by contract with the State performing all phases of engineering.

The project was approved under delegated authority by the State Highway Engineer on September 14, 1979.

Please program with the FHWA and update the PMS. Suggested bid open date is April 1980.

to Final Design 2-12-80

L E George

L. E. George
Traffic Engineer

RHB:jrb
Attachment
cc: F. E. Terpin w/attach. (Authority for Survey)
G. A. Potter
A. E. Shirley, Jr.
M. C. Holmes (Agreement needed)

Lyle: this is the field survey. L

PROJECT MANAGEMENT BRANCH
ASHE STE
PLE ☐ [illegible] [illegible] 9
SEP [illegible] 1979
REFERRED TO ____________
FOR ____________
FILE: FM FA LO.

PRIORITY	ROAD NAME	ROAD NO.	NO. OF DELINEATORS	NO. OF ZEBRA BOARDS
1	Coburg Rd.	1500	423	8
2	Jasper-Lowell Rd.	6220	477	12
3	Willamette St. South	1200	113	
4	Row River Rd.	2400	349	4
5	London-Latham Rd.	2700	172	16
6	Government Rd.	2440	125	
7	Cottage-Grove Reservoir Rd.	2730	199	8
8	Lorane Hwy.	1250	908	
9	Camp Creek Rd.	1930		4
10	Bolton Hill Rd.	4062	176	
11	Central Rd.	4288	112	
12	Cottage Grove-Lorane Rd.	2600	378	12
13	Mosby Creek Rd.	2500	79	
14	Camas Swale	2130	41	
15	Lost Creek Rd.	6120	446	
16	Rattlesnake Rd.	6104	162	
17	Lawrence Rd.	3862	44	
18	Rhododendron Dr.	5280	100	
19	Munsel Lake Rd.	5260	125	
20	Mercer Lake Rd. N.	5235		4

PRIORITY	ROAD NAME	ROAD NO.	NO. OF DELINEATORS	NO. OF ZEBRA BOARDS
21	Dale Kuni Rd.	2110	99	8
22	Mt. Vernon Cemetary Rd.	1042	40	
23	Country Club Rd.	1505	66	
24	Place Rd.	6225	260	4
25	Coburg Rd. North	1610	129	
26	Seavy Loop Rd.	1881	108	8
27	Dillard Rd.	1870	69	
28	McBeth Rd.	1270	59	
29	River Dr.	2162	46	
30	Crow Rd.	4234	27	12
31	Clear Lake Rd.	5340	151	
32	Bailey Hill Rd.	1215	174	
33	Upper Camp Creek Rd.	1932	237	
34	Huston Rd. So.	4308	48	
35	Jeans Rd.	4036	307	
36	Demming Rd.	4008	49	
37	Crow-Vaughn Rd.	4335	492	
38	Poodle Cr. Rd.	4348	86	4
39	Knight Rd.	4330	69	
40	Sears Rd.	2410	269	

PRIORITY	ROAD NAME	ROAD NO.	NO. OF DELINEATORS	NO. OF ZEBRA BOARDS
41	Perkins Rd.	4066	84	
42	Ferguson Cr. Rd.	3568	296	
43	Hunter Rd.	4052	28	
44	McKenzie View Dr.	1595	66	
45	Donna Rd.	1958	70	
46	Wendling Rd.	1975	116	
47	Pine Grove Rd.	4254	76	
48	Canary Rd.	5320	275	
49	Gimpl Hill Rd.	1220	387	
50	Gowdyville Rd.	2645	78	8
51	Lang Rd.	2542	48	
52	Alvadore Rd.	3615	285	4
53	Butte Rd.	2123	120	
54	Wheeler Rd.	6280	269	
55	Little Fall Creek Rd.	6230	187	
56	Enterprise Rd.	6075	279	
57	Rodgers Rd.	6018	106	
58	Sheffler Rd.	4016	171	
59	Warthen Rd.	4024	107	
60	Sutton Lake Rd.	5230	34	

PRIORITY	ROAD NAME	ROAD NO.	NO. OF DELINEATORS	NO. OF ZEBRA BOARDS
61	Big Fall Cr. Rd.	6240	120	8
62	Jetty Rd. No.	5286	86	
63	2nd St. South & Dorris	1003	14	
64	Franklin Blvd. East	1825	62	
65	Davisson Rd.	2160	127	
66	Hillview Rd.	2165	116	
67	Gardenway North	1520	21	
68	Market Rd.	2156	25	8
69	Harvey Rd.	2114	47	
70	Royal Ave.	1455	102	4
71	Barger Dr.	1465	11	
72	South Bank Mapleton West	5034	114	4
73	Arnold Lane	4005	20	
74	Lamb Rd.	4004	58	
75	No. River Rd.	2210	48	4
76	Dane Lane	3113	25	
77	High Pass Rd.	3455	109	8
78	Oaklea Dr.	3512	126	
79	Noraton Rd.	3485	128	
80	Lingo Lane	3480	72	

PRIORITY	ROAD NAME	ROAD NO.	NO. OF DELINEATORS	NO. OF ZEBRA BOARDS
81	Howard Lane	3482	68	
82	McMullin Rd.	3490	58	
83	Bolton Rd. E.	4056	55	
84	Owens Fleck Rd.	4074	96	
85	Sweets Creek Rd.	5036	127	
86	Ridgeway Rd.	6058	146	
87	Dillard Access Rd.	1885	22	
88	Fox Hollow Rd.	1280	25	
89	Orchard Ave.	2168	48	
90	Greenwood St.	2171	27	
91	Canary Rd. So.	5330	201	8
92	East Mapleton Rd.	5030	103	
93	Spencer Creek Rd.	4132	118	
94	Doanne Rd.	4088	232	
95	Briggs Hill Rd.	4090	79	
96	Green Hill Rd.	4270	240	
97	Deerhorn Rd.	1058	478	
98	Old Mohawk Rd.	1945	218	
99	N. Fork Siuslaw Rd.	5070	682	20
100	Willow Cr. Rd.	1235	103	

PRIORITY	ROAD NAME	ROAD NO.	NO. OF DELINEATORS	NO. OF ZEBRA BOARDS
101	Oakhill Dr.	4237	18	
102	Blue Mt. School Rd.	2570	26	
103	Lynx Hollow Rd.	2192	94	
104	McDole Rd.	2710	23	
105	Applegate Trail	3622	84	
106	Meadowview Rd. W.	3443	118	12
107	Sovern Lane	3130	90	8
108	Dorsey Lane	3612	40	
109	Merryman Rd.	3710	72	
110	Kenady Lane	2260	21	
111	Adams Rd.	2660	13	
112	Taylor Butte	2232	83	
113	Howe Lane	2174	153	
114	Parvin Rd.	6122	80	
115	Pheasant Lane	6094	41	
116	Hill Top Dr.	6098	47	
117	Matthews Rd.	1884	100	
118	Pole Line Rd.	1640	76	
119	Winberry Cr. Rd.	6245	33	
120	West Boundary Rd.	6270	59	

PRIORITY	ROAD NAME	ROAD NO.	NO. OF DELINEATORS	NO. OF ZEBRA BOARDS
121	Peninsula Rd.	6250		4
122	Hills Creek Rd.	6222	269	
123	Fischer Rd.	4286	40	
124	Ayers Rd.	1736	13	
125	Coyote Cr. Rd.	4084		4
126	Wolf Cr. Rd.	4078	215	4
127	Petzold Rd.	4264		4
128	Panther Cr. Rd.	4086		4
129	Bryson Sears Rd.	2425	32	
130	Sharps Cr. Rd.	2460	387	12
131	Wicks Rd.	2458		4
132	Bennet Cr. Rd.	2212	93	
133	Thornton Rd. No.	2522	26	
134	Haynes Lane	3120		4
135	Washburn Lane	3457		4
136	Battle Cr. Rd.	4082		4
137	Little Lake Rd.	3666		4
138	Deadwood Loop	5145		4
139	Brooks Rd.	5160		4
140	Lower Deadwood Rd.	5140	194	4

PRIORITY	ROAD NAME	ROAD NO.	NO. OF DELINEATORS	NO. OF ZEBRA BOARDS
141	Left Fork Rd.	5142		8
142	Thompson Creek Rd.	5110		4
143	Brabham Rd.	6050	50	
144	Hampton Rd.	1865	51	
145	Fiddle Cr. Rd.	5336		8
146	Upper Maple Cr. Rd.	5326		8
147	West Lake Rd.	5350		4
148	Holden Lane	1080		4
149	Madrone St.	1062		4
150	Twin Fir Rd.	1078		4
151	Condon Cr. Rd.	5078		4
152	Upper No. Fork Rd.	5084		8
153	Hill Rd.	5060		4
154	Tiernan Rd. East	5048		4
155	West 18th Ave.	1232		8
156	Bertelson Rd.	1230	75	
157	Horn Rd.	4032	15	
158	18th Ave. West	3473	23	
159	18th Ave. E. & Deal St.	3475	43	
160	Maple Dr.	3140	41	4

PRIORITY	ROAD NAME	ROAD NO.	NO. OF DELINEATORS	NO. OF ZEBRA BOARDS
161	6th Ave. West	3465	12	
162	Goldson	3637		4
163	Hager Rd.	3631		4
164	Pope Rd.	3645		4
165	Sumich Rd.	3656		8
166	Rust Rd.	3667		4
167	Vaughn Rd.	3617		4
168	Indian Creek Rd.	5130	308	8
169	Letz Creek Rd.	4392		4
170	Goddard Lane	2224		4
171	Tate Rd. West	2182		4
172	Mill Rd.	6102	6	
173	Valley Rd.	6295	31	
174	Moringstar Rd. North	6078		4
175	South Bank Mapleton West	5034	17	4
176	Snyder Rd.	3748	43	
177	Goodman Rd.	3720	47	
178	Crossroads Lane East	1655	24	
179	Coburg Bottom Loop	1630	135	
180	Wilkens Rd.	1620		4

PRIORITY	ROAD NAME	ROAD NO.	NO. OF DELINEATORS	NO. OF ZEBRA BOARDS
181	Sturtevant Dr.	4340		4
182	Evers Rd.	4326	24	
183	West Sheffler Rd.	4018	102	
184	Richardson Rd.	5018		4
185	Hadsall Creek Rd.	5035		8
186	Clear Lake Rd.	3700		4
187	Kelso Ave.	3442		8
188	Golden Gardens St.	1727		8
189	Bushnell Lane East	1333		4
190	Ten Mile Dr.	5210		8
191	Lilly Lake Rd.	5220		4
192	Sand Dunes Rd.	5300		
193	Loftus Rd. So.	5310	11	
194	Toleman Rd.	2144		4
195	Torrence Rd.	4360		4
196	66th St. North	1037		8
197	Weaver Lane	1039		12
198	19th Ave. East	1822	23	
199	Siuslaw Rd.	4390	249	24
200	Lobster Creek Rd.	5192		4

PRIORITY	ROAD NAME	ROAD NO.	NO. OF DELINEATORS	NO. OF ZEBRA BOARDS
201	Nelson Mt. Rd.	3670	26	
202	Brice Creek Rd.	2470	48	8
203	S. 6th St.	2218	50	8
204	Cottage Grove Cem. Rd.	2635	6	

"Flex Post"

Delineators: 18,253 ea @ [illegible] = [illegible]

Zebra Boards 520 ea @ 75 = 39,[illegible]

$[illegible]

20% E+C 90,753

Total $[illegible],5[illegible]

1980 Yaquina River Bridges 9186
Eddyville-Blodgett Hwy.
(Grad., pav. & structures)

CC: OSHD (Courier)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

RECEIVED
STATE HWY ENGR
FEB 14 '84
REFER TO cy Fredrickson
FOR

Info	Inves	R/D	D.R	Sign	Act	File

FINAL ACCEPTANCE REPORT

9186

REGION NO. 10	REPORT NO. 2	COUNTY Lincoln	DIVISION Oregon
DATE OF REPORT January 24, 1984	REPORT MADE BY C. T. Keasey, Construction Engineer		PROJECT NO. BRS-120(2) 2/15
COMPLETION DATE October 19, 1981	ACCEPTANCE DATE BY CONTRACT AGENCY April 27, 1982	TIME ELAPSED 99.5 %	CONTRACT TIME 398 CD
APPROVED EXTENSIONS	LOCATION Yaquina River Bridges (MP 2.40 and MP 4.93) Sections of the Eddyville-Blodgett Highway approximately 1½ and 3½ miles northeast of Eddyville.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

A. Construction of roadbed grading, aggregate base and asphalt concrete pavement.

B. Construction of Bridge No. 1401A over the Yaquina River at Highway MP 2.40. Length: 112 feet. Roadway Width: 31.5 feet.

C. Construction of Bridge No. 1402A over the Yaquina River at Highway MP 4.93. Length: 148 feet. Roadway Width: 27.5 feet.

D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Stach Construction Company

3. Contract Amount: $543,200.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

*NOTE: A FINAL INSPECTION OF THE COMPLETED PROJECT WAS MADE BY AREA ENGR KAPPUS ON 10-27-81.

Signature (SHD Official) C T Keasey

Title Constr. Engr.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William H. Kappus Original Signed By WILLIAM H KAPPUS Area Engineer		SIGNATURE G. K. Hossner	
TITLE Area Engineer *	DATE 1/30/84	TITLE Field Operations Engineer	DATE 1/30/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. L. Coats No. 9314	Bend W.C.L.-Forest Boundary Deschutes County	April 9, 1982
Slayden & Holm, Inc. No. 9254	Gales Cr. (Parson Rd.) Br. Washington County	April 12, 1982
Gervais Const., Inc. No. 9247	Bear Cr. Overflow Bridge Coos County	April 14, 1982
Stach Const. Co. No. 9186	Yaquina River Bridges (M.P. 2.40 & 4.93) Lincoln County	April 27, 1982
Babler Bros., Inc. No. 9225	Hackett Dr.-Crescent Klamath County	April 29, 1982
Steeck Electric Co. No. 9271	Green Springs Hwy. @ Walker Ave. (Ashland) Jackson County	April 29, 1982
Douglas S. Coats, Inc. No. 9263	Oak St.-Ann St. (Ashland) Jackson County	May 3, 1982

May 11, 1982 C. T. Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9186

April 30, 1982

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9186

Gentlemen or Ladies:

On April 29, 1982, we wrote to you concerning release of final payment on Contract No. 9186 awarded to Stach Construction Company for work on the Yaquina River Bridges (M.P. 2.40 and 4.93) on the Eddyville-Blodgett Highway in Lincoln County.

The total contract amount is $581,235.59, including $678.36 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: Stach Construction Company
P. O. Box 730
Grants Pass, OR 97526

Ward Insurance Agency
P. O. Box 10167
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: March 4, 1982

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Construction Operations Engineer

NOTED
H.S. COULTER

SUBJECT: Request for Increase in Project Authorization
Yaquina River Bridges (M.P. 2.4 & M.P. 4.93) Section
Eddyville-Blodgett Highway, Lincoln City
Contract No. 9186

This federal-aid grading, paving and structures project is substantially complete. It appears that the final cost will exceed the amount authorized by $61,778.00 or 9.3 percent.

The project was adjusted several times during the location stage as to length and width. Apparently the final design was not utilized in establishing the contract quantities. This was cause for overrun in aggregate base of $8,708, and asphalt concrete in the amount of $10,425.

The structure bents located in the river had to be ripraped for erosion control which added $8,580. Revising bridge joint details added $1,741. Additional fencing added $1,037. State Forces were used to make some guard rail bridge connection modifications, do some seed and mulch of cut slopes and extend the limits of the project 250 feet. These additional costs were estimated at $3,000, $1,200 and $8,200.

The additional engineering caused by the extension of the project limits and other work items cost approximately $32,185 beyond the amount originally anticipated.

These increased costs are eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission, as is a copy of the Expected Overrun of Project Authorization form.

OBJ:HM:mk

cc: C. O. Fredrickson
Charles Elroy
Bob Church

9186

DATE: March 4, 1982

CON 5
#9186

TO: Oregon Transportation Commission

FROM:
H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Yaquina River Bridges (M.P. 2.4 and M.P. 4.93) Section
Eddyville-Blodgett Highway, Lincoln City
Contract No. 9186

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The additional engineering caused by the extension of the project limits and other work items cost approximately $32,185 beyond the amount originally anticipated.

These increased costs are eligible for federal participation.

It is recommended that the Project Authorization be increased by $61,778 to a new total of $690,000.

This matter will be on the consent calendar for the March 16 meeting.

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
C. O. Fredrickson
V. E. Skoog
George Bell

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

files

RECEIVED
MAR 5 1982
NORMA PAULUS
SECRETARY OF STATE

March 2, 1982

IN REPLY REFER TO FILE NO.:
CON 5
#9186

Mr. Monte E. Walter
Attorney at Law
P. O. Box 816
Waldport, OR 97394

FILED
MAR 5 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen or Ladies:

This will acknowledge receipt of a Notice of Claim from your client, Carl Collins, for labor and materials furnished to Stach Construction Company in the amount of $8,684.67.

The claim states this is in reference to the Stach Construction Company Contract No. 9186 for work on the Yaquina River Bridges (M.P. 2.40 and 4.93) in Lincoln County.

The Fireman's Fund Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Stach Construction Company
P. O. Box 730
Grants Pass, OR 97526

Ward Insurance Agency
P. O. Box 10167
Eugene, OR 97440

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
3-17-82 dmc

NOTICE OF CLAIM

TO: Oregon State Highway Division
Salem, Oregon 97310

Fireman's Fund Insurance Company
P.O. Box 3825
Portland, Oregon 97208

NOTICE IS HEREBY GIVEN that the undersigned, Carl Collins has a claim for equipment use and work performed and materials furnished against Stach Construction Company in the sum of $8,684.67 and in the same amount against the bond taken from Stach Construction Company, principal and Fireman's Fund Insurance Company, surety for the work done by Carl Collins as a sub-contractor on that project described as, Grading, Paving and Structures Yaquina River Bridges (MP 2.40 and MP 4.93) Eddyville-Blodgett Highway in Lincoln County.

DATED this 24th day of February, 1982.

/s/ Carl Collins
Carl Collins

/s/ M.E. Walter
M.E. Walter
Attorney for Claimant
P.O. Box 816
Waldport, Oregon 97394
503-563-3247

RECEIVED
[illegible]
[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-120(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80397

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/27/81

8. FEDERAL ROUTE NUMBER Secondary 120

9. STATE ROUTE NUMBER Secondary 180

10. GENERAL LOCATION:
Yaquina River Bridges (M.P. 2.40 and 4.93) Section

11. GENERAL DESCRIPTION OF WORK
Furnish labor and material for revised guardrail connection for 4 bridge ends

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 10/27/81 as requested in Mr. Keasey's letter of 1/5/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $2,000 Federal Funds $1,600.

RECEIVED
STATE HWY ENGR
JAN 26 '82
REFER TO
FOR

14. DATE 1/12/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9126

1e

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Yaquina River Bridges ([illegible])

WEEK ENDING: January 2, 1982

SECTION PREFIX: [illegible]

HIGHWAY: [illegible]

COUNTY: Lincoln

NAME OF JOB: Yaquina River Bridges (M 4.93) (MP 2.45)

KIND OF WORK: Grading, Paving, and Structures

CONTRACTOR: Stach Construction Co.

CONTRACT NUMBER: [illegible]

FEDERAL AID PROJECT NUMBER: BRS-120(2)

DATE OF CONTRACT: September 3, 1980

DATE WORK STARTED: [illegible]

ESTIMATED COMPLETION DATE: [illegible]/81

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN ______ SUPERVISION ______

SPECIFIED WORK DAYS ______

WORK DAYS USED ______

SPECIFIED CALENDAR DAYS 400

CALENDAR DAYS USED 398

SPECIFIED COMPLETION DATE ______

PERCENT OF TIME ELAPSED 99

PROJECT AUTHORIZATION $ [illegible]

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99

EXCLUSIVE OF ENGINEERING $ [illegible]

[illegible] AUTHORIZATION $ [illegible]

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ [illegible]

ENGINEERING COST [illegible] $ 81,390.

PERCENT OF COST COMPLETED BASED ON TOTAL AUTHORIZATION 108

ESTIMATED PERCENT OVERRUN UNDERRUN 3 %

PERCENT OF AUTHORIZATION 163 %

DATE PROJECT WAS COMPLETED 10/19/81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	[illegible]	BASE	[illegible] OR PAVE	MAT[illegible]
100	100	100	100	100	1 00

	GRADING	[illegible]	MAINTENANCE MATERIAL	[illegible]	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE	10398	5229			1716
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	10398	5229			0
AVERAGE DAILY QUANTITIES	0	0			0
					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			
EQUIPMENT USED [illegible] THE WEEK					

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	[illegible]	
PERCENT	100	100

		WEATHER	[illegible]	CAUSE OF DELAY
SUNDAY	Dec. 27	Rain	0	
MONDAY	28	Cloudy-Cool	0	
TUESDAY	29	Cloudy-Cool	0	
WEDNESDAY	30	Sctd.Clds.-Cool	0	
THURSDAY	31	Overcast-Cool	0	
FRIDAY	Jan. 1		0	
SATURDAY	2		0	

K

RECEIVED
JAN 4 1982
CONSTRUCTION SECTION

3

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Dec 27	No Activity this Week
MONDAY	28	
TUESDAY	29	
WEDNESDAY	30	
THURSDAY	31	
FRIDAY	January 1	
SATURDAY	2	

REMARKS

This will be the last Report

Submitted Semi-Final to Salem on 12/24 /81

Charles W. Elroy LOCATION Newport

11 :6

TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	~~[illegible] COPY~~ 2.
MONTHLY TRANSACTION NUMBER 10-141		ate Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lincoln
MODIFICATION NUMBER 1	10/2/81	Project Number BRS-120(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 22, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 628,223.00	$ 688,296.00
Federal funds	$ 502,579.00	$ 550,636.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of [illegible], 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division Salem, Oregon October 19, 1981	Federal Aid Project No. BRS-120(2)

Yaquina River Bridges (M.P. 2.40 & M.P. 4.93) Section
Eddyville - Bladgett Section Highway
Lincoln County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 124+75 to Sta. 127+18)(Sta. 128+30 to Sta. 134+50)
(Sta. 261+74.83 to Sta. 264+59)(Sta. 266+07 to Sta. 271+65)

Subtotal of previous estimate of September 11, 1980 $204,067.00

Previous Estimate

Work by Consumers Power			$ 6,000.00
Flagman	160 Hr.	22.00	3,520.00
1"-0 Aggregate Base	4,400 Ton	10.50	46,200.00
Class "B" Asphalt	1,400 Ton	33.00	46,200.00
			$101,920.00

Revised Estimate

Work by Consumers Power (SFO #2)			$ 7,250.00
Flagman	379 Hr.	22.00	8,338.00
1"-0 Aggregate Base	5,300 Ton	10.50	55,650.00
Class "B" Asphalt	1,660 Ton	33.00	54,780.00
Loose Riprap Class 100 (P.A. #2)	330 Cu. Yd.	26.00	8,580.00
Widen & Extend Roadway (S.F.O. #3)		All Required	8,200.00
			$142,798.00
		Increase	40,878.00
		SUBTOTAL	$244,945.00
		Engineering	36,741.00
		TOTAL	$281,686.00

Type Code X080
Structure, Br. No. 1401A (Sta. 127+18 to Sta. 128+30)

Total of previous estimate of September 11, 1980	$146,099.00

Previous Estimate

Metal Rail with Tubing	213 Lin. Ft.	48.00	$ 10,224.00

Revised Estimate

Metal Rail with Tubing	238 Lin. Ft.	48.00	11,424.00
		Increase	1,200.00
			$147,299.00

Type Code X080
Structure, Br. No. 1402A (Sta. 264+59 to Sta. 266+07)

Subtotal of previous estimate of September 11, 1980	$203,334.00

Previous Estimate

Metal Rail with Tubing	288 Lin. Ft.	48.00	$ 13,824.00

Revised Estimate

Metal Rail with Tubing	313 Lin. Ft.	48.00	15,024.00
Revise Joint Details (P.A. #1)		All Required	1,741.21
			$ 16,765.21
		Increase	2,941.21
		SUBTOTAL	$353,574.21
		Engineering	53,035.79
		TOTAL	$406,610.00

Length of Roadway -------- 0.323 mi.
Length of Structure ------ 0.049 mi.
TOTAL 0.372 mi.

Cost of Roadway Per Mile--$872,092.87

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$281,686.00	$225,348.00	$ 56,338.00
Structures	406,610.00	325,288.00	81,322.00
TOTAL	$688,296.00	$550,636.00	$137,660.00

Group 1	100%
Contract No.	9186
Prefix	121-1969
Prefix	121-1010

718.1

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-230	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-22-80	State regon County Lincoln Project No. BRS-120(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Yaquina River Bridges (M.P. 2.40 & M.P. 4.93)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	08-06-80	0.372
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 628,223.00	$ 502,579.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
~~By~~ For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G.L. Green
Date executed by Division Administrator 7-22-80

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

Gen. File

Oregon State Highway Division
Salem, Oregon September 11, 1980

Federal Aid Project
No. BRS-120(2)

Yaquina River Bridges (M.P. 2.40 & M.P. 4.93) Section
Eddyville-Blodget Highway
Lincoln County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 124+75 to Sta. 127+18) (Sta. 128+30 to Sta. 134+50)
(Sta. 261+74.83 to Sta. 264+59) (Sta. 266+07 to Sta. 271+65)

Mobilization			All Required	$ 15,200.00
Temporary Protection and Direction of Traffic			All Required	2,000.00
Temporary Signs	214	Sq. Ft.	6.00	1,284.00
Temporary Barricades	9	Each	70.00	630.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	400	Lin. Ft.	7.00	2,800.00
Flagmen	160	Hour	22.00	3,520.00
Clearing and Grubbing			All Required	5,500.00
Removal of Structures and Obstructions			All Required	1,000.00
General Excavation	5,270	Cu. Yd.	3.70	19,499.00
Embankment in Place	4,745	Cu. Yd.	3.60	17,082.00
Toe Trench Excavation	35	Cu. Yd.	20.00	700.00
Trench Excavation	60	Cu. Yd.	8.00	480.00
Finishing Roadbed and Slopes			All Required	2,500.00
Watering	135	M-Gal.	12.00	1,620.00
1"-0 Aggregate Base	4,400	Ton	10.50	46,200.00
Class "B" Asphalt Concrete	1,400	Ton	33.00	46,200.00
12-inch Culvert Pipe	210	Lin. Ft.	8.00	1,680.00
18-inch Culvert Pipe	76	Lin. Ft.	11.00	836.00
Guard Rail, Type 2A	388	Lin. Ft.	19.50	7,566.00
Guard Rail, Type 3	188	Lin. Ft.	30.00	5,640.00
Guard Rail, Anchors, Type 1	4	Each	400.00	1,600.00
Guard Rail, Anchors, Type 2	3	Each	400.00	1,200.00
Rail End Pieces, Type B	4	Each	50.00	200.00
Rail End Pieces, Type C	4	Each	80.00	320.00
Type 1 Fence	150	Lin. Ft.	4.00	600.00
16' Single Gates	3	Each	800.00	2,400.00
Extra for Asphalt Approaches	9	Each	140.00	1,260.00
Loose Riprap, Class 100	145	Cu. Yd.	22.00	3,190.00
Delineators	53	Each	20.00	1,060.00
				$193,767.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 500.00

Metal Rail with Tubing	288 Lin. Ft.	48.00	13,824.00
			$203,334.00
		SUBTOTAL	$349,433.00
		Engineering	47,174.00
		TOTAL	$396,607.00

Length of Roadway ------------------ 0.323 mi.
Length of Structures --------------- 0.049 mi.
TOTAL 0.372 mi.

Cost of Roadway Per Mile -----------$717,077.40

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$231,616.00	$185,293.00	$ 46,323.00
Structures	396,607.00	317,286.00	79,321.00
TOTAL	$628,223.00	$502,579.00	$125,644.00

Group 1	100%
Contract No.	9186
Prefix	121-1969
Prefix	121-1010

Temporary Erosion Control		All Required	2,000.00
State Furnished Cattle Path & Fencing		All Required	1,000.00
Roadside Seeding & Mulching		All Required	800.00
Work by Consumers Power Inc.		All Required	6,000.00
			$ 10,300.00
		SUBTOTAL	$204,067.00
		Engineering	27,549.00
		TOTAL	$231,616.00

Type Code X080
Structure, Br. No. 1401A (Sta. 127+18 to Sta. 128+30)

Mobilization	25%	All Required	$ 9,500.00
Temporary Protection and Direction of Traffic	25%	All Required	1,250.00
Bridge Removal Work		All Required	5,000.00
Shoring, Cribbing, Etc. (Alt. "A")		All Required	11,000.00
Structure Excavation (Alt. "A")	175 Cu. Yd.	15.00	2,625.00
Furnish HP 12X53 Steel Piling (Alt "A")	176 Lin. Ft.	25.00	4,400.00
Drive Steel Piles (Alt. "A")	8 Each	300.00	2,400.00
Splice Steel Piles (Alt. "A")	2 Each	50.00	100.00
Structural Concrete, Class 3300 (Alt. "A")	113 Cu. Yd.	All Required	29,000.00
Reinforcement (Alt. "A")	12,000 lbs.	All Required	7,500.00
4' X 50'/55' Prestressed Slabs	16 Each	3,400.00	54,400.00
Reinforced Concrete Bridge End Panels	145 Sq. Yd.	60.00	8,700.00
Metal Rail With Tubing	213 Lin. Ft.	48.00	10,224.00
			$146,099.00

Type Code X080
Structure, Br. No. 1402A (Sta. 264+59 to Sta. 266+07)

Mobilization	35%	All Required	$ 13,300.00
Temporary Protection and Direction of Traffic	35%	All Required	1,750.00
Bridge Removal Work		All Required	6,000.00
Shoring, Cribbing, Etc. (Alt. "A")		All Required	7,000.00
Structure Excavation (Alt. "A")	465 Cu. Yd.	14.00	6,510.00
Furnish HP 12X53 Steel Piling (Alt. "A")	80 Lin. Ft.	25.00	2,000.00
Drive Steel Piles (Alt. "A")	4 Each	350.00	1,400.00
Splice Steel Piles (Alt. "A")	1 Each	50.00	50.00
Structural Concrete, Class 3300 (Alt. "A")	208 Cu. Yd.	All Required	55,000.00
Reinforcement (Alt. "A")	21,200 lbs.	All Required	12,500.00
4' X 40'/45' Prestressed Slabs	14 Each	2,800.00	39,200.00
4' X 65'/70' Prestressed Slabs	7 Each	4,900.00	34,300.00
Reinforced Concrete Bridge End Panels	175 Sq. Yd.	60.00	10,500.00

#1126 10-17-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-120(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80397

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/30/81

8. FEDERAL ROUTE NUMBER Secondary 120

9. STATE ROUTE NUMBER Secondary 180

10. GENERAL LOCATION:

Yaquina River Bridges (M.P. 2.40 and 4.93) Section

11. GENERAL DESCRIPTION OF WORK

Seeding and mulching

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/30/81 as requested in Mr. Keasey's letter of 10/2/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $1,200 Federal Funds $960.

RECEIVED
STATE HWY ENGR
OCT 23 '81
REFER TO
FOR
Info Inves [illegible] Act File

14. DATE 10/19/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

L.1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRS-120(2)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80397

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
6/17/81

8. FEDERAL ROUTE NUMBER
Secondary 120

9. STATE ROUTE NUMBER
Secondary 180

10. GENERAL LOCATION:

Yaquina River Bridges (MP 2.40 and 4.93) Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 6/8/81 I approve the program change as follows:

1) Extend the limits of the construction project westerly, a distance of 125 feet, to Engineer's station 123 + 50.

RECEIVED
STATE HWY ENGR
JUN 19'81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
6-17-81

15. SIGNATURE OF APPROVING OFFICIAL
G.K. Hossner

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No

June 8, 1981

PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 80397
Project No. BRS-120(2)
Yaquina Riv. Brs. (MP 2.40 & MP 4.93) Sec.
Lincoln County
Contract No. 9186

I request approval of a program change to extend the "Beginning of Construction" (the westerly limits at MP 2.40) westerly a distance of 125 feet, to engineer's station 123+50, to improve the existing railroad crossing. This will allow the needed length necessary to make the west approach to the bridge functional from a safety standpoint. Since the project has been opened to vehicle travel it has become obvious that a traffic hazard exists that should be corrected.

It is my contention that the cost of the work is eligible for financing with Bridge Replacement funds, as this will connect the new facility to the existing roadway in accordance with good design practices.

The work involved will eliminate the short roadway taper, improve sight distance, improve vertical alignment and provide 4-foot shoulders through the crossing. It is proposed to accomplish the work with State forces at an estimated total cost of $8,000 with Federal participation of $6,560 with no additional obligation of funds at this time. The need of additional Federal funds is not anticipated as the project cost is underrunning a sufficient amount to absorb this expenditure. Reimbursement will be claimed on an actual cost basis.

Upon your approval of this program change the Railroad and Utility Unit will secure PUC approval and secure an agreement with the Southern Pacific Transportation Company. Also, the Construction Division will forward a State Force Order under separate action.

Attached is a copy of the plan and profile sheet with the proposed work outlined in yellow.

JLG:bkc
Attachment

cc: C.T. Keasey (Const.)
Roger Trygstad (R/W)
H.C. Johnson (Dist. 4)
C.W. Elroy
General Files

#9126

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIST . ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-120(2)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 80397

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/12/81
8. FEDERAL ROUTE NUMBER Secondary 120
9. STATE ROUTE NUMBER Secondary 180

10. GENERAL LOCATION:
Yaquina River Bridges (MP 2.40 and 4.93) Section

11. GENERAL DESCRIPTION OF WORK
Revised cost for Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Swan's letter of 4/23/81 the actual cost for adjustment of Consumer's Power, Inc., power line relocation at M.P. 4.9 revised to a total cost of $7,233.11 with Federal participation of $5,786.00. (No claim for relocation at M.P. 2.4)

(Increase TEC $482.11 Federal Funds $385.00)

RECEIVED
STATE HWY ENGR
MAY 18 '81
REFER TO
FOR
File

14. DATE 5/12/81
15. SIGNATURE OF APPROVING OFFICIAL G K
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

April 23, 1981

ROW 18-4

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Power Line Relocation
Consumers Power, Inc.
Yaquina River Bridges (M.P. 2.4 & 4.93) Section
Eddyville-Blodgett Highway
Lincoln County
Project No. BRS-120(2)

RECEIVED
TECHNICAL SERVICES
APR 24 '81
REFER TO
FOR

Info	Inv.	R/D	D/R	Sign	Act	File

Here is a copy of a final billing from Consumers Power, Inc. for the relocation of aerial power line facilities in conflict with the subject project. An estimate and sketch for the relocation work was submitted by our letter of April 1, 1980 and approved by your Letter of Approval and/or Authorization dated April 29, 1980. Copies of the estimate and sketch, our letter of April 1, 1980 and your PR-1240 dated April 29, 1980 are enclosed for your convenience.

Further investigation after the submission CPI's estimate and sketch disclosed that the poles located at M.P. 2.4 were on public road right of way even though CPI held an easement adjacent to the right of way. CPI, therefore, is not billing for the relocation costs at M.P. 2.4.

The approved estimated cost for the relocation of power line facilities at M.P. 4.9 was $5,117.44. The final relocation costs for facilities at M.P. 4.9 is $7,233.11. This is an over-run of $2,115.67 or 41.34%. The cost over-run is due, almost entirely, to increased labor costs. CPI has advised that the increased labor was caused by the power line relocation having to be accomplished while the power lines were hot. CPI's estimate was based on the assumption that the power line relocation could be accomplished with the power shut off.

Labor costs in the amount of $621.28 and equipment costs in the amount of $46.90 were incurred prior to authorization date. The work was required to stake proposed relocation and make up estimate and sketch. The State feels CIP is entitled to reimbursement for these costs.

Your approval for Federal aid participation in the total relocation cost of $7,233.11 is requested.

DES/JMC/vlw
cc: E. S. Hunter
Jack M. Cartwright
Charles W. Elroy
Don Bedford
Rich Evans

45C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

DATE: March 4, 1982

CON 5
#9186

TO: Oregon Transportation Commission

FROM:
H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Yaquina River Bridges (M.P. 2.4 and M.P. 4.93) Section
Eddyville-Blodgett Highway, Lincoln City
Contract No. 9186

This federal-aid grading, paving and structures project is substantially complete. It appears that the final cost will exceed the amount authorized by $61,778 or 9.3 percent.

The project was adjusted several times during the location stage as to length and width. Apparently the final design was not utilized in establishing the contract quantities. This was cause for overrun in aggregate base of $[illegible], and asphalt concrete in the amount of $10,425.

The structure bents located in the river had to be riprapped for erosion control which added $[illegible]. Revising bridge joint details added $1,741. Additional fencing added $1,037. State forces were used to make some guard rail bridge connection modifications, do some seed and mulch of cut slopes and extend the limits of the project 250 feet. These additional costs were estimated at $3,000, $1,200 and $6,200.

The additional engineering caused by the extension of the project limits and other work items cost approximately $[illegible] beyond the amount originally anticipated.

These increased costs are eligible for federal participation.

It is recommended that the Project Authorization be increased by $61,778 to a new total of $[illegible].

This matter will be on the consent calendar for the March [illegible] meeting.

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
C. O. Fredrickson
V. E. Skoog
George Bell

Form 734-3123

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-608(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA, Oregon Division, Salem, OR

PROGRAM NO.

ITEM NO. RS-91

COUNTY NAME Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 19 '80
REFER TO [illegible]
FOR
Info | Inres | R/O | D.R. | Sup | | File

11-19
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	11-15-80	Secondary 145
		STATE ROUTE NUMBER Secondary 180

GENERAL LOCATION:

Yaquina River Bridges Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letrer of 10-27-80, I approve the revised Preliminary Engineering Costs to a TEC of $66,950, Federal funds $52,273.

(Increase TEC $37,950, Federal Funds $29,673)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-15-80	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-555

180

BRS-120(2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

REFERRED TO
Beard ___ Stoudenmeyer ___
Cole ___ Mann ___
✓ Eriksen ___ Watson ___
Hager ___ Dorn ___ Lau ___
[✓ Return] Discuss [✓ Do] File Copy Due ___
BY FINAL DESIGN ENGINEER
Revise plans

In Reply Refer to
File No.:
DES 23
Brs.
1401A
1402A

April 29, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration

Yaquina River Bridges, Nos. 1401A and 1402A
MP 2.40 and MP ~~4.93~~ 4.39 Section
Eddyville-Blodgett Highway

A recent review of the subject project indicates that an effective roadway width of approximately 28 feet for the structures would be adequate.

Our records indicate a 1978 ADT of 180 or less over this section of highway. A 28-foot roadway would meet minimum geometric standards of 20 feet plus 4-foot shoulders from tables 6 and 7 "Geometric Design Standards for Highways Other Than Freeways" - American Association of State Highway and Transportation Officials, 1969, and modified by the Oregon Secondary Road Plan Agreement, 1970.

Elimination of one line of precast slabs from Bridge 1401A would leave a structure width of 32 feet and an effective roadway width of 28 feet 9 inches. The extra width is needed for the 8° curve alignment across the 112-foot structure, which is to be built on a tangent. Bridge 1402A is on tangent alignment and would have an effective roadway of 27 feet 6 inches, with a 28-foot overall width.

The structural portion of the project would have five fewer prestressed slabs for a reduction in estimated cost of $25,000.

We request your approval of this proposed change from the previously approved plans.

Walter J. Hart
Bridge Engineer

L. L. Wallace
L. L. Wallace
Asst. Bridge Engineer

cc E. S. Hunter
D. H. Moehring
C. O. Fredrickson

FEDERAL HWY. ADMIN.
SALEM, OREGON
5/1/80
Approved:
BRIDGE ENGINEER

MAY 1 1980
OREGON DIVISION

NOTED
L. L. WALLACE

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

April 9, 1980

CON 19

Mr. Jeff Mitchell
Box 405A, Nashville Road
Eddyville, OR 97343

Dear Mr. Mitchell:

A review of the plans for replacing the bridges over the Yaquina River at Milepoints 2.4 and 4.9 on the Eddyville-Blodgett Highway has been made following receipt of the petition from residents of the area opposing construction.

Bridge inspection shows that the condition of the existing structures is poor, with both being rated well below sufficiency standards established nationally for bridge replacement. Included among the deficiency items are that both bridges are narrow; there is a section loss from rusted steel; some erosion of supports under the bridges is taking place; and the wearing surface and deck supports are deteriorating and in need of replacement or repair.

It has been determined that replacement of the structures is necessary if the highway is to be kept open to traffic. The road provides a bypass for Highway 20 and, on occasion, may have to be used as a detour for that highway.

The improvement project has been included in previous Six-Year Highway Improvement Programs and has been carried over into the recently approved program for the 1980-85 period.

Replacement of the structures at their existing locations would require construction of a detour facility. It is less costly to use the existing structures as a detour during the construction phase than it would be to build a detour. By constructing at a new location there would be improved alignment, providing safer driving conditions.

The necessary right-of-way has been acquired for the new alignment and was just slightly more than would have been

RECEIVED
STATE HWY ENGR
APR 10 '80
REFER TO

[illegible]
approval [illegible] 29'6' clear
[illegible]

Send cc Walt Hart
J R

required for a detour. Involved were small parcels with a total area of less than three acres.

The standard used in designing the replacement structures is the current one for bridges on minor roads. A fact mitigating against repairing or replacing the bridges in their present location is that today's vehicles are larger than those in vogue when the original bridges were built in 1929.

Sincerely,

F. B. Klaboe
Director

HSC:jh jv

bc: H. S. Coulter - Please try to narrow structures 4'.
C. O. Fredrickson
John Earley

RECEIVED
DOT DIRECTOR
MAR 26 '80
REFER TO
Coulter
FOR

RECEIVED
STATE HWY ENG
MAR 27 '80
REFER TO
FOR

We the undersigned residents of Nashville Rd., Benton County, Oregon, oppose the construction of the federally funded bridges along our road. We feel it would be a gross extravagance of taxpayers money to relocate and construct new bridges of the proposed size.

We feel the proposed bridges are far in excess of community needs for the following reasons:

1.) Nashville Road is merely an access road for local use and a scenic bypass of Hiway 20.

2.) The proposed bridges would encourage faster and heavier use on a secondary road that is open range for livestock. This use would be inconsistant with the conditions of the rest of the road (i.e.: railroad crossings, sharp turns and narrow width).

3.) The proposed bridges would be inconsistant with State Goals and Guidelines that encourage the preservation of agricultural lands. Relocating these bridges would encroach on our already limited farm land.

4.) The present bridges should be rebuilt or restored in a similar style and in the same locations to preserve the scenic beauty of the valley.

5.) It should be of no consequence whether funding is federal or local. It is all from the taxpayers' pocket. The least expensive and most efficient method should be chosen.

We petition you to reconsider your plans. Thank you.

NAME	ADDRESS	DATE
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

RECEIVED
TECHNICAL SERVICES
APR 2 '80
REFER TO

NOTED
E. S. HUNTER

April 1, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street, NE, Suite 100
Salem, OR 97301

Attention: William H. Kappus

Power Line Relocation
Consumers Power, Inc.
Yaquina River Bridges
(M.P. 2.4 & 4.93) Section
Eddyville-Blodgett Highway
Lincoln County
Project No. BRS-120(2)

Here is a copy of an estimate of cost to adjust Consumers Power, Inc.'s aerial power line facilities dated March 21, 1980, and a sketch showing t their proposed relocation.

A certification prepared by Don Bedford as to Consumers Power's rights in the land occupied by their facilities is in our file.

A copy of the relocation letter to Consumers Power dated October [illegible], 1979 was previously supplied your office.

An appropriate permit for the utility's proposed relocation will be issued.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 8b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of Consumers Power's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of February [illegible], 1979 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $6,751.79.

Yours truly,

Operation Programming Engineer

[illegible]/vlw
Enc.
cc: E. S. Hunter ✓
Jack M. Cartwright
Don Bedford
Rich [illegible]

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 3 12/80
Donald L [illegible]

August 28, ~~April 24~~, 1980 Bid Letting ____________ All Clear Deadline

SECTION Yaquina River Bridges
Highway Eddyville-Blodgett
County Lincoln Region 2
Type of Work Structures (2) Funds HBR
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☐	☒	☐	☐	☒	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☐	☒	☒	☒	☒	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☐	☒	☐	☐	☒	Gen Permit
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☐	☐	☐	☐	☒	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☐	☒	☐	☐	☒	[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
Brs. 1401A
1402A

January 23, 1980

TO Glen L. Green
Division Administrator
Federal Highway Administration

FROM Walter J. Hart ORIGINAL SIGNED
Bridge Engineer WALTER J. HART

NOTED
E. S. HUNTER

SUBJECT Yaquina River Bridges, 1401A and 1402A
MP 2.40 and MP 4.93 Section
Eddyville-Blodgett Highway
Lincoln County

Enclosed are two reduced prints of drawings 34891, 34892, 33374 and 33375 which are the preliminary plan and elevation sheets and vicinity maps for these structures. Also enclosed are two copies of the foundation and hydraulic reports for these bridges. The alignment and roadway widths are in accordance with the standards governing the project. Bridge 1401A is laid out straight on a curved alignment, but has extra width to give the minimum required roadway at all clearance points.

Alternate arrangements of three 18" prestressed slab spans on curved alignment and two 54' prestressed slab spans on spread footings were considered for Bridge 1401A. Costs for these alternates were $190,000 and $182,000 respectively, based on estimated quantities.

Both of these bridges are on improved alignment which allows use of the existing bridges to handle traffic during construction.

The estimated costs of these structures, including an allowance for engineering and contingencies are $166,000 for Bridge 1401A and $215,000 for Bridge 1402A.

We request your approval of our preliminary plans and your concurrence that this project is eligible for HBR funding.

Enclosures

cc E. S. Hunter
D. H. Moehring
D. O. Christensen /w/ 1 set encls.
C. O. Fredrickson /w/ 1 set encls.
Gary Potter /w/ 1 set encls.

RECEIVED
TECHNICAL SERVICES
JAN 23 '80
REFER TO
FOR
Info R/D

Form 734-3122

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL A /OR AUTHORIZATIO

FEDERAL AID PROJECT NO. BRS-120(2)

STATE JECT NO. See below

COUNTY NAME Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
Mr. G. L. Green
Division Administrator

PROGRAM NO.

ITEM NO. 80397

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 27 '79
REFER TO
FOR

DATE PS & E APPROVED 11-20-79

DATE AUTHORIZATION EFFECTIVE 11-20-79

FEDERAL ROUTE NUMBER Secondary 120

STATE ROUTE NUMBER Secondary 180

GENERAL LOCATION:

Yaquina River Bridges (MP 2.40 and 4.93) Section

GENERAL DESCRIPTION OF WORK:

2 structures

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's November 9, 1979 letter you are authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $650,000 Federal fund $520,000 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for the project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 11-20-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

RM PR-1240
:V. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

PLANNING DEPARTMENT

Lincoln County Courthouse
Newport, Oregon 97365
503-265-5341

November 15, 1979

Re: Oregon State Highway Division; File #50-ADM-C-79
Assessor's Map 10-9-35 and 10-8-31

Dear Applicant/Property Owner:

The Oregon Department of Transportation has been issued Conditional Use Permits to construct new bridge crossings on the Yaquina River, 2.4 and 4.9 miles from Eddyville, on the Eddyville-Blodgett Highway (10).

These permits have been issued in accord with the County's Floodplain Management Program and are shown to be in the best interest of traffic safety.

Records of the County Assessor indicate you are the owner/or own property within 250 feet of one of these sites. If the conditions imposed are inappropriate or inadequate to protect your interests as a property owner, you have the right of appealing this decision to the Planning Commission for a public hearing.

To appeal contact the Lincoln County Planning Department no later than December 3, 1979 at 5 P.M. An appeal fee of $50.00 must accompany your written statement explaining your reasons for an appeal. A check or money order should be made payable to Lincoln County Planning Department

If you have any questions concerning this permit or appeal, call or contact the Planning Department at 265-6611 ext. 292.

Sincerly,

Stuart Lorimer

STUART LORIMER
Associate Planner

SL:et

RECEIVED
ROAD DESIGN
SECTION

[illegible] 3-21-80
DLT

180

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - ODOT
DEPT.

378-6569
TELEPHONE

TO: F I L E

DATE: August 28, 1979

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Yaquina River Bridges
(M.P. 2.40 and M.P. 4.93)
Eddyville-Blodgett Highway
Lincoln County

1 Versteeg ✓
Anderson
Christensen copy
Olson
Sullivan copy
Terpin
2 Trout
Wakerlig

RECEIVED
AUG 30 1979
ROAD DESIGN
SECTION

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Action

The proposed project will replace two structures over the Yaquina River. The first structure, which is at M.P. 2.40, is a four-span, 106-foot long structure, while the second structure, which is at M.P. 4.93, is a seven-span, 160-foot long structure. Both structures will be replaced on improved alignments and will be located approximately 50 feet upstream from the existing structures.

HYDROLOGY

The Yaquina River drains areas of 37.6 square miles and 31.7 square miles at M.P. 2.40 and M.P. 4.93 respectively. Six years of stream gage records are available from gage number 14-306030 located downstream near Chitwood. The recurrence interval vs. peak discharge relationship listed below is based on a Log-Pearson Type III analysis of the gage data. These values have been adjusted to reflect the difference in drainage area between the gage and respective bridge sites.

Recurrence Interval	M.P. 2.40 Peak Discharge	M.P. 4.93 Peak Discharge
100-year	5,930 cfs	5,000 cfs
50-year	5,140 cfs	4,335 cfs
25-year	4,380 cfs	3,690 cfs
10-year	3,410 cfs	2,875 cfs
5-year	2,700 cfs	2,280 cfs

Information provided by Glen Jacobson, property owner near the bridge at M.P. 2.40, stated that the floodwaters went over the roadway on the east side of the structure during the December 1964 flood. He stated that the floodwaters never went over the bridge but that the water was lapping against the beams to within 3 to 4 inches of the top of the deck. With the above information, it is estimated that the December 1964 flood reached a highwater elevation of approximately elevation 112.0 (MSL) at M.P. 2.40. The maintenance section foreman was also contacted about the two bridge sites. He stated that to the best of his knowledge, the water has never been over the road at M.P. 4.93. He also stated that drift has never been a problem at either bridge site.

HYDRAULIC DESIGN FOR M.P. 2.40

The December 1964 flood was chosen as the design flood. It is estimated that this flood had a peak discharge of 7,650 cfs (300-year recurrence interval) at the bridge site with a highwater elevation of 112.0 feet (MSL).

The proposed structure was sized so as to maintain status quo conditions at the bridge site. Since the gradeline will be higher in the area of roadway overflow due to the superelevation of curve, a longer structure will be required to maintain status quo conditions. A 125-foot, three-span structure, which provides a normal waterway area of 1,650 square feet below the design highwater elevation, would create 0.1-foot more backwater than the existing structure. The proposed 110-foot structure would create approximately 0.2-foot more backwater than the existing sturcture during the design flood. If the gradeline were lowered to match the existing gradeline, then a 105-foot long structure would create no more backwater than the existing structure during the design flood. All of the above structures were assumed to have spillthrough abutments with 1½:1 end slopes.

HYDRAULIC DESIGN FOR M.P. 4.93

The December 1964 flood was chosen as the design flood. It is estimated that this flood had a peak discharge of 6,350 cfs with an estimated highwater elevation of 137.5 feet (MSL).

The proposed 148-foot long, four-span structure creates 0.3-foot less backwater than the existing structure. A shorter structure is not suggested as this would place a portion of the approach fill in the main channel. The above structure was assumed to have spillthrough abutments with 1½:1 end slopes.

RIPRAP

For both structures it is suggested that the 1½:1 embankment slopes be protected with an 18-inch thick blanket of class 100 loose riprap. A filter blanket will not be required and the riprap should have a toe trench.

DWB:ge

Attachment

cc: Frank Terpin w/att.
Walt Hart "
Jack Davis "
D. Christensen "
C. O. Fredrickson "
Herb Schell, FHWA "

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge - cfs	7650	5930	7650
Discharge - m³/s			
Frequency - yrs.	300	100	300
H.W. Elevation Natural Channel ft.	112.0	110.5	112.0
H.W. Elevation Natural Channel m.			
H.W. Elevation Channel Change ft.	—	—	—
H.W. Elevation Channel Change m.			
Average Velocity fps	4.5-5.0	3.8-4.3	4.5-5.0
Average Velocity mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: *The velocities listed are for a 125' structure.*

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Yaquina River Bridge, M.P. 2.40
Eddyville - Blodgett Highway
Lincoln County

COMPILED BY: Dave Bryson
DATE: August 27, 1979

HYDRAULIC DATA

		DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge-	cfs	6350	5000	6350
	m³/s			
Frequency -yrs.		300	100	300
H.W. Elevation Natural Channel	ft.	137.5	135.9	137.5
	m.			
H.W. Elevation Channel Change	ft.	—	—	—
	m.			
Average Velocity -	fps	5.3-5.7	4.8-5.3	5.3-5.7
	mps			

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Yaquina River Bridge, M.P. 4.93
Eddyville - Blodgett Highway
Lincoln County

COMPILED BY:	DATE:
Dave Bryson	August 27, 1979

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE
LAND BOARD
VICTOR ATIYEH
[redacted]
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

April 2, 1979

Yaquina Riv Brs
MP 2.40 & 4.93
Eddyville - Blodgett
Lincoln Co.

Mr. Frank E. Terpin
Dept. of Transportation
212 Transportation Bldg.
Salem, OR 97310

Dear Mr. Terpin:

Enclosed are two application forms for the proposed bridge replacement structures (no.'s 1401 and 1402) on the Yaquina River.

Also we would like to suggest that during the construction phase of this project alternative crossings be diverted to one of the existing bridge crossings rather than construct a temporary detour structure at each site.

Thank you for this opportunity to comment on these proposals. If further assistance is needed, I can be contacted at 378-3805.

Sincerely yours,

WILLIAM S. COX
Director

William Parks

William Parks
Waterway Biologist

WP:jms

Encl: Application packets

RECEIVED
APR 1 1 1979
ROAD DESIGN SECTION

Versteeg
Anderson
Copy
Copy Sullivan
Copy Terpin P

Do Not File
Return To
Bring Up / /
Action

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RS-120(1)

STATE PROJECT NO.
See below

COUNTY NAME
Lincoln

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO

ITEM NO.
80397

TO:

Mr. F. B. Kiel
Chief of Operations,
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	9-12-78	Secondary 120
		STATE ROUTE NUMBER
		Secondary 180

GENERAL LOCATION:

Yaquina River Bridge.

GENERAL DESCRIPTION OF WORK:

Acquisition of right of way.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

TEC NTE $7,000 F.F. $6,000
☒ ACQUISITION OF RIGHT-OF WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-29-78 letter.

Federal participation is limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-12-78	G. K.	for Division Administrator

FORM PR-1240
REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV 6-68)
WILL BE USED

☆U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT, HWY DIV

PROJECT TITLE: Yaquina River Bridges

DATE: August 8, 1978

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
AUG 21 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs, of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 2 Engineer
District 4 Engineer
Aeronautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

[illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 806) 103 Due Date: JUL 21 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(x) Please coordinate the implementation of the proposal with us.

(x) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

Comments are attached.

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 8/2/78

PNRS 7806-2-1090

The Oregon Department of Fish and Wildlife has no objection to the proposed Yaquina River bridge construction projects, providing the following stipulations are observed during construction:

1. Equipment operation within the actively flowing stream must be confined to the period of June 15 through September 15.
2. Adequate measures must be taken to minimize turbidities which could result from construction.
3. No pollutants of any type, especially but not limited to petroleum products, fresh concrete, and silt must be allowed to enter the waterway.
4. Soils disturbed by the project must be stabilized and revegetated.
5. All project debris must be removed from the stream.
6. Please coordinate the planning and implementation of this project with our district fishery biologist, Gene Stewart. His office phone number is Newport 867-4741.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7805 - Due Date: [illegible] 21 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

8/20 By David G Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7805 [illegible] Due Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have · comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

RECEIVED
JUN 26 1978
DIVISION OF STATE LANDS

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency ______ Lands ______ By ____________

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTE

Commander
13th Coast Guard District
Aids to Navigation Branch
Federal Building
915 Second Avenue
Seattle, WA 98174

July 20, 1978

Yaquina River Bridges over
the Yaquina River
Bridges Nos. 1401A and 1402A
Eddyville-Blodgett Highway, No. 180
Navigability

Your letter of July 10, 1978 addressed the subject of navigability for the Yaquina River Bridges across the Yaquina River in Lincoln County and included a questionnaire entitled "Factual Characteristics for Navigability Determinations." The questionnaire has been completed and is attached. Also attached are three photos of the bridge sites and a copy of a sketch showing the location of the two bridges.

As indicated by the photos, this is a small creek which is heavily overgrown with brush. This is another one of the many stream which are a part of "Beautiful Oregon" but do not serve the interest of navigation and should not be classed as navigable.

Walter J. Hart
Structural Design Engineer

R. W. Ellison
Assistant Structural
Design Engineer

Attachments

cc E. S. Hunter
D. H. Moehring
Gary Potter
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES
JUL 21 '78
REFER TO
FOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

June 21, 1978

TO Executive Department
Federal Aid Coordination Unit

Oregon District 4 Council of Governments
#7 Wellsher Bldg.
Corvallis, OR 97330

FROM D. E. Swan
Federal Aid Engineer

RECEIVED
STATE HWY ENGR
JUN 22 '78
REFER TO
FOR
Info Invest R/D D/R Sign Act File

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 4
Section: Yaquina River Bridges, M.P. 2.4 and M.P. 4.93
Highway: Eddyville-Blodgett Hwy., State Hwy. No. 180
County: Lincoln

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 21, 1978.

BLG: dmc

Attachment

cc: G. L. Green	Region 2: C. O. Fredrickson
H. S. Coulter	District 4: H. C. Johnson
F. E. Terpin	Aeronautics Division
J. B. Boyd	Paul Hartwig, Parks
J. H. Versteeg	Gerald Wimer
Gary Potter	B. L. Gifford
W. J. Hart	

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] **APPLICANT** [45 Department of Transportation	46] **DIVISION** [79 Highway
03	12] **APPLICANT ADDRESS** STREET [45 O'DOT Building	46] **CITY** [60 Salem — 76] **ZIP** [80 97310
04	12] **CONTACT PERSON** [45 D. H. Moehring	46] **AREA CODE** [48 503 — 49] **PHONE** [55 378 — 56] **EXTENSION** [59 6563
01	12] **PROJECT TITLE** [71 Yaquina River Bridges, M.P. 2.4 and M.P. 4.93	
11	12] **PROJECT LOCATION—CITY** Eddyville-Blodgett Hwy. State Hwy. No. 180	**PROJECT LOCATION—COUNTY** Lincoln **PROJECT LOCATION** SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05

06 12] This project will be to replace two present narrow steel pony truss structures. [71

07 12] Str. No. 1401 at M.P. 2.40 and Str. No. 1402 at M.P. 4.93. A wider designed [71

08 12] structure and approaches will be used at each location. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
430,000		70,000			500,000

13 12] **TYPE OF OTHER FEDERAL FUNDS** (See 12B) [45 — 46] **TYPE OF OTHER NON-FEDERAL FUNDS** (See 12E) [79

14 12] **FEDERAL PROGRAM TITLE** [71
Title 23 USC Highways

15 12] **FEDERAL AGENCY NAME** [45
U. S. Department of Transportation
46] **FEDERAL SUB-AGENCY NAME** [79
FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: June 21, 1978

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:

41] MONTH [42	43] DAY [44	45] YEAR [46
July	21	1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 21, 1978

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 19, 1975

A. PROJECT IDENTIFICATION

Name of Project Yaquina River Bridge - M.P. 4.93 (Section) RS-608(-)

Location of Project Eddyville - Blodgett (Highway Name) Ore. No. 180 (Highway No., US - ORE)

(City) Lincoln (County) II (Region)

Program FAS (Funding) To be determined (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: This project will be to replace the present narrow steel Pony Truss Structure No. 1402 with a wider designed structure & approach for the convenience and safety of the traveling public.

Origin and History: Highway #180 was the original Wagon Road and was all in Benton County at the time of origin. It was made a part of the Market Rd. system in the early 1930's. While under the Lincoln County Rd. system the road was assumed to be a 60' R/W but was never resoluted. Prior to 1962 the Highway had a gravel surface and in 1962 the O.S.H.D. surfaced it with oil macadam. Administrative action has placed the structure on the Priority Bridge Replacement list.

C. DESCRIPTION OF PROJECT

Length 0.10 miles.

Termini The westerly terminus is at M.P.4.88 and the easterly terminus is M.P. 4.98 M.P. 0.00 is at the Jct. of the Eddyville-Blodgett Hwy. with the Corvallis-Newport Hwy. M.P. 23.18.

Alignment ☐ New ☒ Existing ☐ Combined

The final alignment will be determined from location survey information.

CATEGORY
3 PROJECT

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Some acreage may be required from pasture land. The alignment and Bridge Design selected will determine the amount.

Typical Section 2-12' travel lanes with paved shoulders.

Structures Design of the structure to be determined from location information.

Characteristics (ADT) ADT is 140± with 240 project to 1984. no collisions, persons killed or persons injured have been recorded form 1970 thru the first six months of 1975.

Other General Information (or Supplemental information to items) The existing paved roadway width is 16 to 18 feet with graveled shoulders varying in width form 0 to 4 feet. The existing bridge was constructed in 1929 with a horizontal clearance of 16 feet 7 inches and an H 12 load rating. The structure is presently signed for one way traffic for trucks.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The existing structure may have to be moved to a temporary detour structure setting in order to construct the bridge within the same location and still maintain traffic during the construction period. Constructing the new structure on an adjacent alignment will also be considered.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ____________ Tentative Date(s) ____________

A-95 Review: ☐ Not Required ☒ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The Yaquina River originates in the westerly slopes of the Coast Range Mountains. Draining an area extending from the mountain summit to the east and north of the community of Nashville to the west flowing into the Yaquina Bay. The upper reaches of the main stem follows a rather narrow valley lying between steep sided mountain slopes. The valley floor is generally narrow and flat extending out from a well defined stream channel to the toes of the mountain slopes. The valley floor appears to be water deposited alluvium from the decomposed Tyee and Burpee formations of the adjoining and upstream mountains. Mountain slope vegetation consists primarily of a rather open re-growth of immature fir, Alder and Maple with a ground cover of grasses and forbes. The valley floor in the project area is open pasture land with a dense stram side vegetation consisting of an overstory of Alder, Maple, and Willow, and an understory of Himalaya and Evergreen Blackberries. The steep hill sides, narrow valley floor and stream gradient contribute to a rapid surface water run off. The river is considered to be a valuable fishery resource and receives a medium to heavy fishing pressure. Terrestrial wildlife species have not been identified. However, it is not anticipated that the proposal will have a significant impact on Wildlife habitat.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use along the valley floor is primarily pasture land for livestock. A few of the higher land terraces above the flood plain are cultivated, producing food crops and trees. A number of homesites also occupy land at this elevation and on the flatter hillsides above. The steeper mountain slopes on either side of the valley are timber producing areas.

Between the subject bridge and the next downstream bridge at M.P. 2.40 the highway follows the southerly side of the river and the Southern Pacific Transportation Company's railroad tracks follow the northerly side. Utilities that might be affected by the project are overhead and underground facilities of the Pioneer Telephone Cooperative of Philomath, and the overhead facilities of the Consumers Power Inc. of Corvallis.

Due to the low volume of existing and projected traffic, noise levels and air quality are considered to be well within the FHWA guide lines and standards

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Unknown at present, to be determined by Bridge design and location.

Consequences:

Loss of Pasture land.

2. Estimated Changes in Traffic Patterns:

None.

Consequences:

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Trees, brush, and blackberry vines will have to be removed.

Consequences:

Temporary loss of wildlife habitat and possible some temporary siltation of the stream. Fish and Wildlife regulations will be followed.

5. Expected Adverse Effects on Cultural and Scenic Resources:

No significant adverse effects are anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None identified.

7. Potential for Controversial Issues:

None anticipated.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	XX		
Urban Economist			
Water Quality Spec.	XX		
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist		XX	

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

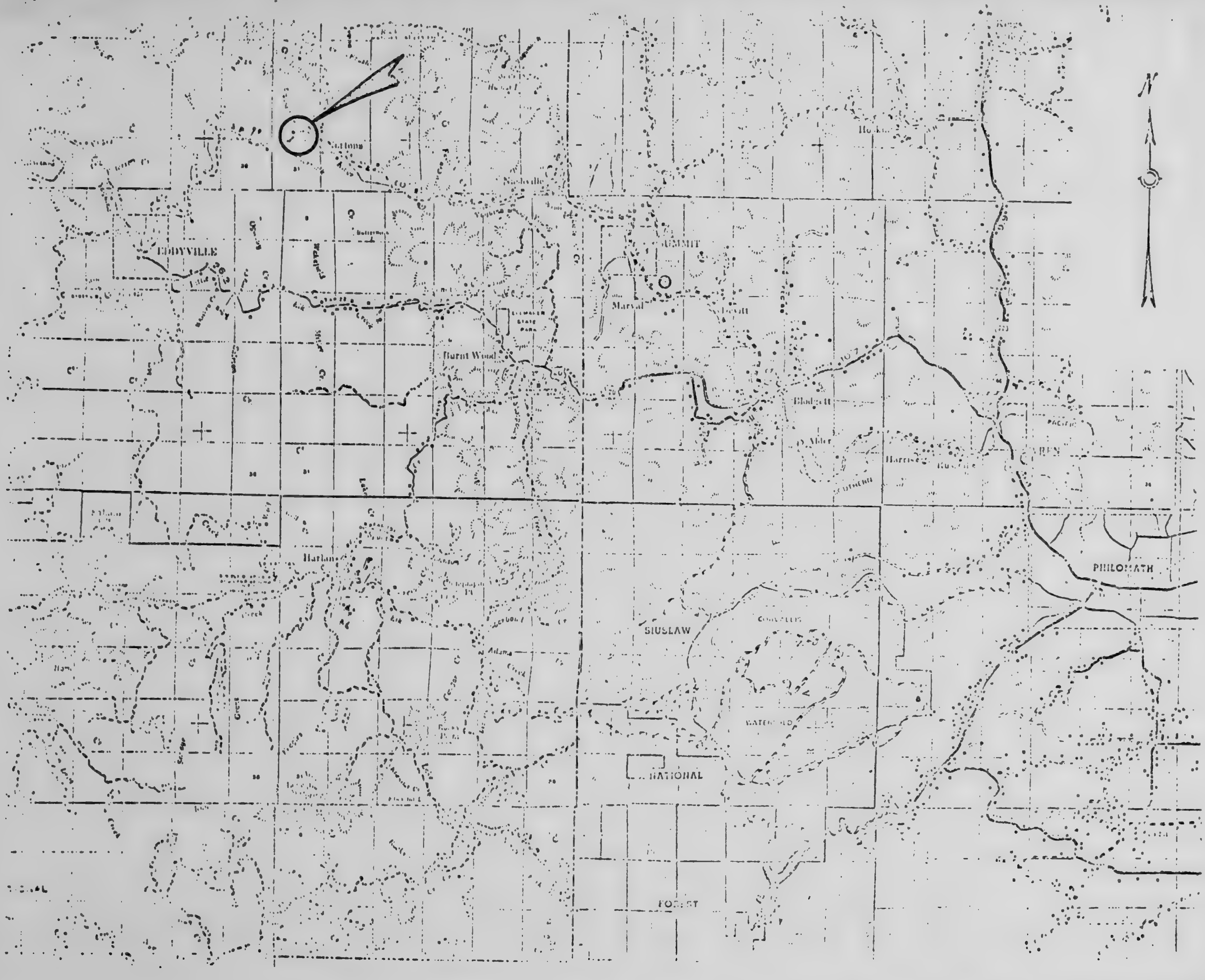
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other__________________________


N
EDDYVILLE
Nashville
SUMMIT
Burnt Woods
Blodgett
Harlan
PHILOMATH
SIUSLAW
NATIONAL
FOREST

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 12, 1975

A. PROJECT IDENTIFICATION

Name of Project Yaquina River Bridge - M.P. 2.40 RS - 608(-)
(Section)

Location of Project Eddyville - Blodgett (Highway Name) Ore. No. 180 (Highway No., US - ORE)

(City) Lincoln (County) II (Region)

Program FAS (Funding) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: This project will be to replace the present narrow steel Pony Truss Structure No. 1501 with a wider designed structure & approach for the convenience and safety of the traveling public.

Origin and History: Highway #180 was the original Wagon Road and was all in Benton County at the time of origin. It was made a part of the Market Rd. system in the early 1930's. While under the Lincoln County Rd. system the road was assumed to be a 60' R W but was never resoluted. Prior to 1962 the Highway had a gravel surface and in 1962 the O.S.H.D. surfaced it with oil macadam. Administrative action has placed the structure on the Priority Bridge Replacement list.

C. DESCRIPTION OF PROJECT

Length 0.10 miles.

Termini The westerly terminus is at M.P. 2.35 and the easterly terminus is M.P. 2.45. M.P. 0.00 is at the Jct. of the Eddyville-Blodgett Hwy. with the Corvallis-Newport Hwy. M.P. 25.18.

Alignment ☐ New ☒ Existing ☐ Combined

The final alignment will be determined form location survey information.

CATEGORY
3 PROJECT

non-major

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Some small amounts of acreage may be required from pasture land. The alignment and bridge design selected will determine the exact amounts.

Typical Section 2-12' travel lanes with paved shoulders.

Structures Design of the structure to be determined form location information.

Characteristics (ADT) ADT is 140± with 240 project to 1984. no collisions, persons killed or persons injured have been recorded form 1970 thru the first six months of 1975.

Other General Information (or Supplemental information to items) The existing paved roadway width is 16 to 18 feet with graveled shoulders varying in width form 0 to 4 feet. The existing bridge was constructed in 1929 with a horizontal clearance of 16 feet 7 inches and an H-12 load rating. The structure is presently signed for one way traffic for trucks.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The existing structure may have to be moved to a temporary detour structure setting in order to construct the bridge within the same location and still maintain traffic during the construction period. Constructing the new structure on an adjacent alignment will also be considered.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ____________ Tentative Date(s) ____________

A-95 Review: ☐ Not Required ☒ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The Yaquina River originates in the westerly slopes of the Coast Range Mountains. Draining an area extending from the mountain summit to the east and north of the community of Nashville to the west flowing into the Yaquina Bay. The upper reaches of the main stem follows a rather narrow valley lying between steep sided mountain slopes. The valley floor is generally narrow and flat extending out form a well defined stream channel to the toes of the mountain slopes. The valley floor appears to be water deposited alluvium from the decomposed Tyee and Burpee formations of the adjoining and upstream mountains. Mountain slope vegetation consists primarily of a rather open re-growth of immature fir, Alder and Maple with a ground cover of grasses and forbes. The valley floor in the project area is open pasture land with a dense stram side vegetation consisting of an overstory of Alder, Maple, and Willow, and an understory of Himalaya and Evergreen Blackberries. The steep hill sides, narrow valley floor and stream gradient contribute to a rapid surface water run-off. The river is considered to be a valuable fishery resource and receives a medium to heavy fishing pressure. Terrestrial wildlife species have not been identified. However, it is not anticipated that the proposal will have a significant impact on Wildlife habitat.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use along the valley floor is primarily pasture land for livestock. A few of the higher land terraces above the flood plain are cultivated, producing food crops and trees. A number of homesites also occupy land at this elevation and on the flatter hillsides above. The steeper mountain slopes on either side of the valley are timber producing areas.

Between the subject bridge and the next upstream bridge at M.P. 4.95, the highway follows the southerly side of the river and the Southern Pacific Transportation Company's railroad tracks follow the northerly side. At the bridge site the highway crosses the river at an approximate right-angle in a north-south direction, the highway then swings in a westerly direction after crossing the railroad track at grade. The railroad crossing is approximately 250 feet from the northerly end of the bridge. Other utilities that might be affected by the project are overhead and underground facilities of the Pioneer Telephone Cooperative of Philomath, and the overhead facilities of the Consumers Power Inc. of Corvallis.

Due to the low volume of existing and projected traffic, noise levels and air quality are considered to be well within the FHWA guide lines and standards.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Unknown at present, to be determined by Bridge design and location.

Consequences:

Loss of Pasture land.

2. Estimated Changes in Traffic Patterns:

None.

Consequences:

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Trees, brush, and blackberry vines will have to be removed.

Consequences:

Temporary loss of wildlife habitat and possibly some siltation of the stream.

5. Expected Adverse Effects on Cultural and Scenic Resources:

No significant adverse effects are anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None identified.

7. Potential for Controversial Issues:

None anticipated.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	✓		
Urban Economist			
Water Quality Spec.	✓		
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Ecologist		✓	

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

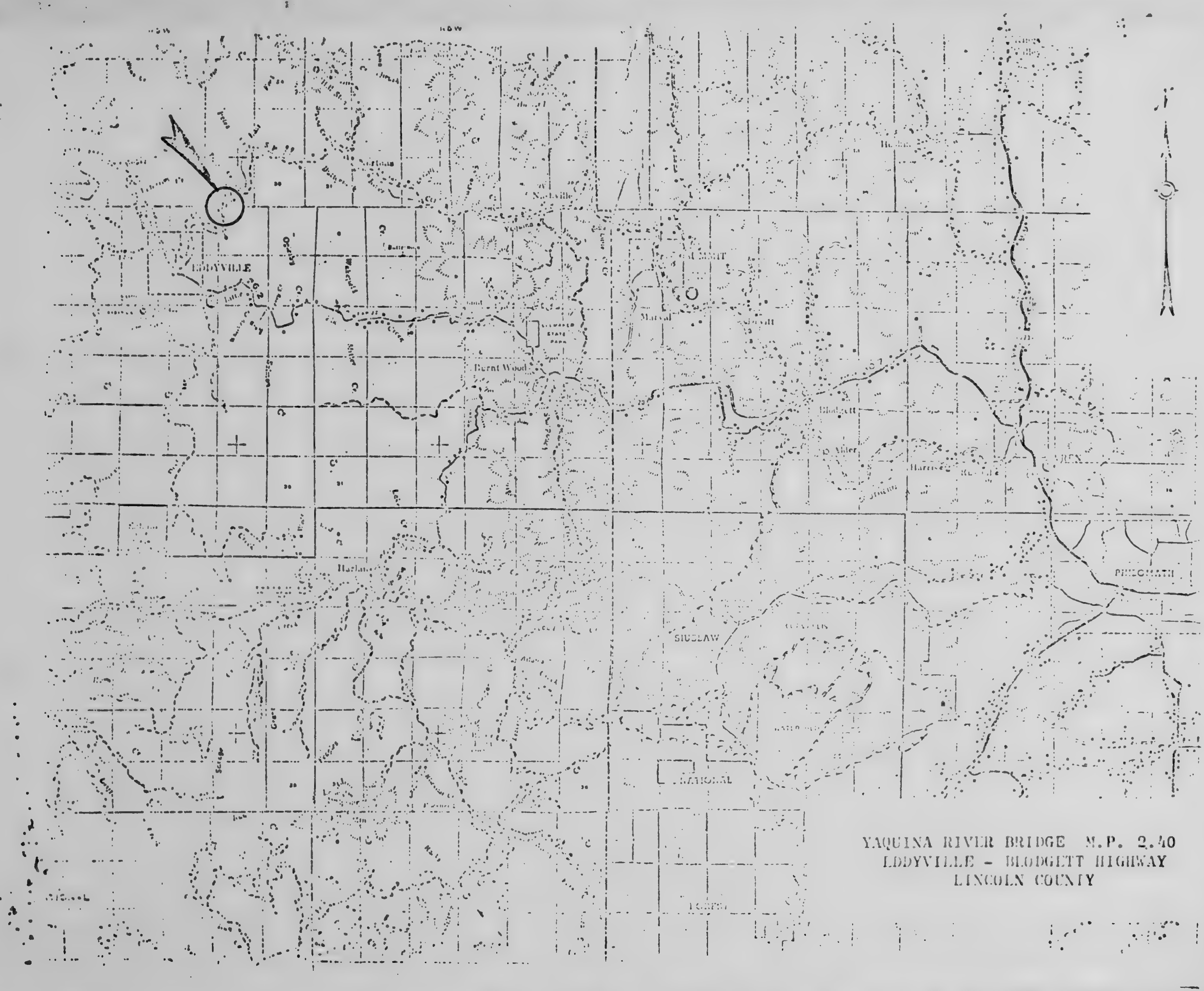
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other____________________


EDDYVILLE
Nashville
SUMMIT
Burnt Woods
Blodgett
Harlan
SIUSLAW
NATIONAL
PHILOMATH

YAQUINA RIVER BRIDGE M.P. 2.40
EDDYVILLE - BLODGETT HIGHWAY
LINCOLN COUNTY

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

July 14, 1976

FROM: Frank E. Terpin F.E.T.
Location Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Millican Creek Bridge Section
Pacific Highway West
Yamhill County

Yaquina River Bridges Section
Eddyville-Blodgett Highway
Lincoln County

Attached are survey authorization requests (#2) for the subject projects. There are circumstances which partially justify the overruns and therefore I have approved the requests.

As explained in C. V. Lehman's letter with the Millican Creek Bridge request, difficulty was experienced in retracing the existing alignment and right of way. The investigation of using the westbound lanes for borrow material and thereby improving the vertical alignment, a desirable feature, will most likely result in a project the total cost of which will be difficult to finance. The project is carried in the 6-year program for FY 1978 and is approved for contracting.

The original authorization for the Yaquina River Bridges provided enough money to survey for vicinity maps to replace the structures in the existing locations. Fredrickson informed me that the survey was expanded to include investigation of alignment revisions that would reduce traffic handling problems during construction as well as improve horizontal alignment. The project is carried in the 6-year program for FY 1982 and not approved for contracting.

Please approve the requests and return to me.

Attachments

FET:mc

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 14 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. R 508(1)

STATE PROJECT NO. Yaquina River Bridges

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Lincoln
	ITEM NO. RS-91	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 21 '76
REFER TO
Rulien
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	4/15/76	Secondary Route 145
		STATE ROUTE NUMBER Secondary Route 180

GENERAL LOCATION:

State Road 2.4 and 4.9 miles NE of Eddyville.

GENERAL DESCRIPTION OF WORK:

Program Change.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program change.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3/15/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 4/8/76 letter I approve the program change to include preliminary engineering necessary to construct a structure at MP 2.4 with no increase of total estimated funds.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4/15/76	G K Hossner fr	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970 031-858

PRO 6-2

April 8, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

INAL SIGNED BY
D. E. SWAN

FROM for L. W. Rullen
Project Management Engineer

SUBJECT Program Change
Project No. RS-608(1)
Yaquina River Bridges

We hereby request your approval of a program change on the subject project to include the preliminary engineering necessary for the future construction of a bridge at, Mile Point 2.4 on the Eddyville - Blodgett Highway as indicated on the attached PR-9 forms.

We further request concurrent with approval of the program change authorization to proceed with all phases of preliminary engineering for this additional structure with no increase in total cost or federal funds as presently programed and obligated anticipated at this time.

Enclosure

CL:re

cc: C. O. Fredrickson (Region 2)

Budget Bureau No. 41-R2068; Ap

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21–65	ADT		FUTURE (66)(70)	YEAR (71)(72)	REGION (74)(75)	STATE NAME
2		St Rd., 2.4 & 4.9 mi. N.E. of Eddyville		140	240	96	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 25–62	NATL. FOREST (63)(65)	FH ROUTE NO (66)(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. N 7
			FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
3	Preliminary Engineering		-						RS-	608(1)

CARD

CLASS OF FEDERAL FUNDS [1]: Rural Secondary

COUNTY NAME: Lincoln

NAME OF URBAN AREA 17-31: --

F.A. SYSTEM: Secondary

RTE NO.: S

FEDERAL AID: 145

STATE (32): 180

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	
1	(14)(15)	16	41	42	43 - 46	53					(54) (56)	(59) (66)	(67) (75)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED Stage 2	91	RS-608(1)	St Rd., 4.9 mi. N.E. of Eddyville "Yaquina River Bridge Section."	0.1	29,000	22,600	6,400	Prelim all ph Utilit
										PROJECT TOTAL	0.1	29,000	22,600	6,400	
5					PE ROW CONST		RE-QUESTED REVISION Stage 2	91	RS-608(1)	St Rd., 2.4 & 4.9 mi. N.E. of Eddyville "Yaquina River Bridges."	0.15	29,000	22,600	6,400	Prelim all ph Utilit
												(16) (23)	(24) (33)		
										PROJECT TOTAL	0.15	29,000	22,600	6,400	

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE: To add the bridge at mile point 2.4

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: March 15, 1976

OTHER:

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROV
DATE April 8, 1976	DATE	DATE
SIGNATURE NAL SIGNED BY D. E. SWAN	SIGNATURE	SIGNATURE
STATE HIGHWAY ENGINEER for Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

T LOCATION (45 typewriter spaces) , 2.4 & 4.9 mi. N.E. of Eddyville	ADT	140	FUTURE 240	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN. CODE 075
							ITEM NO. 91	

K (35 spaces) gineering	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. -	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) RS-	NUMBER-AGR. NO. 608(1)	I PROJECTS ONLY: POST MI. MI.	DESIG.	

Rural Secondary	COUNTY NAME Lincoln	CODE 041	
--	F.A. SYSTEM Secondary	RTE NO. S	FEDERAL AID 145
		STATE 180	U.S. --

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
53	ITEM AS NOW PRO-GRAMED Stage 2	91	RS-608(1)	St Rd., 4.9 mi. N.E. of Eddyville "Yaquina River Bridge Section."	0.1	29,000	22,600	6,400	Preliminary engineering all phases incl. P.E. by Utility forces.
				PROJECT TOTAL	0.1	29,000	22,600	6,400	
	RE-QUESTED REVISION Stage 2	91	RS-608(1)	St Rd., 2.4 & 4.9 mi. N.E. of Eddyville "Yaquina River Bridges."	0.15	29,000	22,600	6,400	Preliminary engineering all phases incl. P.E. by Utility forces.
				PROJECT TOTAL	0.15	29,000	22,600	6,400	

submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE: To add the bridge at mile point 2.4

-OVER-

more projects. Prepare a form PR-1 for all
such action.

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE April 8, 1976	DATE	DATE
SIGNATURE ORIGINAL SIGNED BY D. E. SWAN	SIGNATURE	SIGNATURE
STATE HIGHWAY ENGINEER for Project Management Engineer	TITLE	TITLE

ass of project to another, or covers joint financing, show both classes of funds involved.

E OBSOLETE AFTER 7-1-61

USCOMM-DC 48903-P61

YAQUINA RIVER BRIDGES

PROJECT RS-608(1)

Reason for Change Continued

Additional Changes

Existing Facility: Yaquina River Bridge No. 1401 (M.P. 2.4) consists of a 106 foot (50' St. Pony truss and 56' timber approaches) with laminated deck, horizontal clearance of 16'7" and H-12 loading.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces for the future construction of two bridges. The design and alignment of the structures will be determined from survey information.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on January 20, 1976 and March 31, 1976.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 4-3

SALEM, OREGON

April 6, 1976

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Yaquina River Bridge
Eddyville-Blodgett Highway
Lincoln County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

ESH
4-8-76

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson

RECEIVED
STATE HWY ENGR
APR 7 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1186

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 31, 1976

In reply refer to: 1041B.2

SUBJECT: Oregon Project RS-608(-)
Yaquina River Bridge
Eddyville-Blodgett Highway
Lincoln County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's March 16 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

for William H. Kappus
G. L. Green

NOTED
E. S. HUNTER

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

RECEIVED
STATE HWY ENGR
APR 2 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy Schn[illegible]

U. T OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

		FEDERAL AID PROJECT NO. RS-608 (1)
		STATE PROJECT NO. Yaquina River Br Section
FROM: G.L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Lincoln
	ITEM NO. RS-91	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
TATE HWY ENGR
MAR 19 '76
REFER TO
FOR
Init. Inve. R.D D.R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 3/15/76	FEDERAL ROUTE NUMBER Secondary Route 145 STATE ROUTE NUMBER Secondary Route 180

GENERAL LOCATION:

4.9 miles northeast of Eddyville

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at a total estimated cost of $29,000, Federal funds $22,600.
☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3/15/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 3/1/76 letter you are authorized to proceed with the work as shown above.

DATE 3/15/76	SIGNATURE OF APPROVING OFFICIAL	TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 3/15/76

BY (Signature): L.W. Rulien/s 3/1/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. ____ THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
91	RS-608(1)	0.1	29,000	22,600

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location

Yaquina River Bridge
Section
Lincoln County
State of Oregon

Work

Preliminary
Engineering
including utility
preparatory work.

RECEIVED
STATE HWY ENGR
MAR 19 '76
REFER TO
[illegible]
FOR
Info | Inves | R.D | [illegible] | [illegible] | [illegible] | File

REMARKS (Division)

RECOMMENDED

ATE

SIGNATURE AND TITLE

APPROVED

DATE: 3/15/76

SIGNATURE AND TITLE: for G.L. Green, Division Administrator

-gram approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

PRO 6-2

March 1, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-608(1)

We are submitting program data for one project, Item No. 91, Project No. RS-608(1), "Yaquina River BridgeSection", which we desire to have included in the Federal-Aid Rural Secondary Highway Program.

We request, concurrent with program approval, authorization to proceed with all phases of the preliminary engineering at an estimated total cost of $29,000 with obligation of $22,600 in Federal funds.

Copies of the State Clearinghouse and District 4 Clearinghouse A-95 review approval letters were forwarded previously.

DRW:sre

Encl.

cc: C. O. Fredrickson (Region 2)

MONTHLY TRANSACTION NO.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

DATE SUBMITTED TO W. O.

March 1, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) S Rd, 4.9 mi NE of Eddyville 21 65	ADT	PRESENT 140 (66)	FUTURE 240 (70)	YEAR 96 (71) (72)	REGION 10

STATE NAME
Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER 608 7

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Lincoln			
	NAME OF URBAN AREA -- 17-31	ROUTE NO. S	FEDERAL-AID 145 (32)	STATE 180 (36)	U.S. -- (37)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE			0.1	29,000	22,600	6,400	
5					ROW							
5					CONST (CODE)		"Yaquina River Bridge Section"					

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS
1	1	DRH	PROJECT TOTALS	0.1	29,000	22,600	6,400
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (33)	REMARKS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

March 1, 1976

LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
4.9 mi NE of Eddyville 68		140	240 (66) (70)	96 (71) (72)	10	Oregon	41 (2) (3)	075 (4) (9)	91 (14) (18)

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
eering 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	RS- 14 23	608 7	(1) 13	(24) (26)	27

Rural Secondary	COUNTY NAME Lincoln	CODE 041 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
--	ROUTE NO. S	FEDERAL-AID 145 (32)	STATE 180 (30) (37) U.S. -- (41)

PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES				
46	53		(54) (58)	(59) (66)	(67) (76)			
			0.1	29,000	22,600	6,400		Preliminary Engineering; all phases incl. PE by Utility forces.
W								(Future 2-lane with HC 32-foot)
ST		"Yaquina River Bridge Section"						ROW-60 min. Access Control-none; Parking restrictions-None.
DRH		PROJECT TOTALS	0.1	29,000	22,600	6,400		
L DATES				(16) (23)	(24) (33)	REMARKS		

-OVER-

YAQUINA RIVER BRIDGE SECTION

PROJECT NO. RS-608(1)

Existing Facility: Existing bridge #1402 is a 160-foot (90' Frtr Spans and 70' St. Pony Span) with laminated deck, horizonal clearence of 16'07" and H-10 loading.

Adjacent Sections: Two lane, 19-foot bituminous surfaced roadway.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility forces for the future bridge construction. The design and alignment of the structure will be determined from survey information.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 4 Clearinghouse A-95 review approval letters dated January 21, 1976 and February 11, 1976 respectively.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on January 20, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None Required under Oregon Action Plan (Category 3 Project)

(b) Location/Design -- Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering	Field Work	$26,000
	PS & E Preparation	3,000
	Total	$29,000

Note: This project is in Congressional District No. 1.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Div.

PROJECT TITLE: Yaquina River Bridges LINCOLN

DATE: January 21, 1976

The state has reviewed your project and reached the following conclusions:

G. L. Green, FHWA
F. B. Klaboe ✓
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
H. C. Johnson
Aeronautics Division

☒ XXX No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ XXX Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

JAN 23 '76
REFER TO

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7512 2 990

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

NOTED
MARIE STEPHENS

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

9 1976

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7512 2 990 Due Date: JAN 16 1976

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(x) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We request that the district biologist (John Fortune, 367-4741, Newport) be contacted during the location and design stages if the preliminary engineering survey identifies an improvement project.

Agency Fish & Wildlife By

Environmental Management Section 1/7/76

9150

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 20, 1976

In reply refer to: 1041DB.2

SUBJECT: Oregon Project RS-608(-)
Yaquina River Bridge, MP 4.93
Eddyville-Blodgett Highway
Lincoln County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's December 31 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H Kompe
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

NOTED
R. L. SCHROEDER

RECEIVED
JAN 23 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 23 '76
REFER TO
Rulien
FOR

cy Schroeder

9186

P

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 22, 1975

TO

Executive Department
Federal Aid Coordination Unit

Oregon Dist. 4 Council
of Governments
#7 Wellsher Bldg.
Corvallis, Oregon 97330

FROM

George N Hopkins

George N. Hopkins
Project Development Engineer

SUBJECT

Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 4
Yaquina River Bridges (2)
Eddyville-Blodgett Hwy., State Hwy. #180
Lincoln County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be January 23, 1976.

Attachment

BLG:md

cc:
G. L. Green, FHWA
F. B. Klaboe
V. D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
W. J. Hart
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
H. C. Johnson
Aeronautics Div.

DEC 22 '75

REFER TO

NOTED
MARIE STEPHENS

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Dept. of Transportation		
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Yaquina River Bridges (2) District 4			
11	12] PROJECT LOCATION—CITY Eddyville-Blodgett Hwy. State Highway #180	PROJECT LOCATION—COUNTY Lincoln	PROJECT LOCATION [79 SEC: ---- T: 10S R: 9-8W	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This proposal is to conduct the necessary preliminary engineering survey to

06 12] identify a possible improvement project to be considered for future construction. [71

07 12] The survey is for the gathering of engineering data for the replacement of two [71

08 12] structures located at M.P. 2.40 and M.P. 4.93 on the Eddyville-Blodgett Highway. [71

09 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	22,620	----	6,380	----	----	29,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Dept. of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 12/22/75

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 January	43] DAY [44 23	45] YEAR [46 1975

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12/22/75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

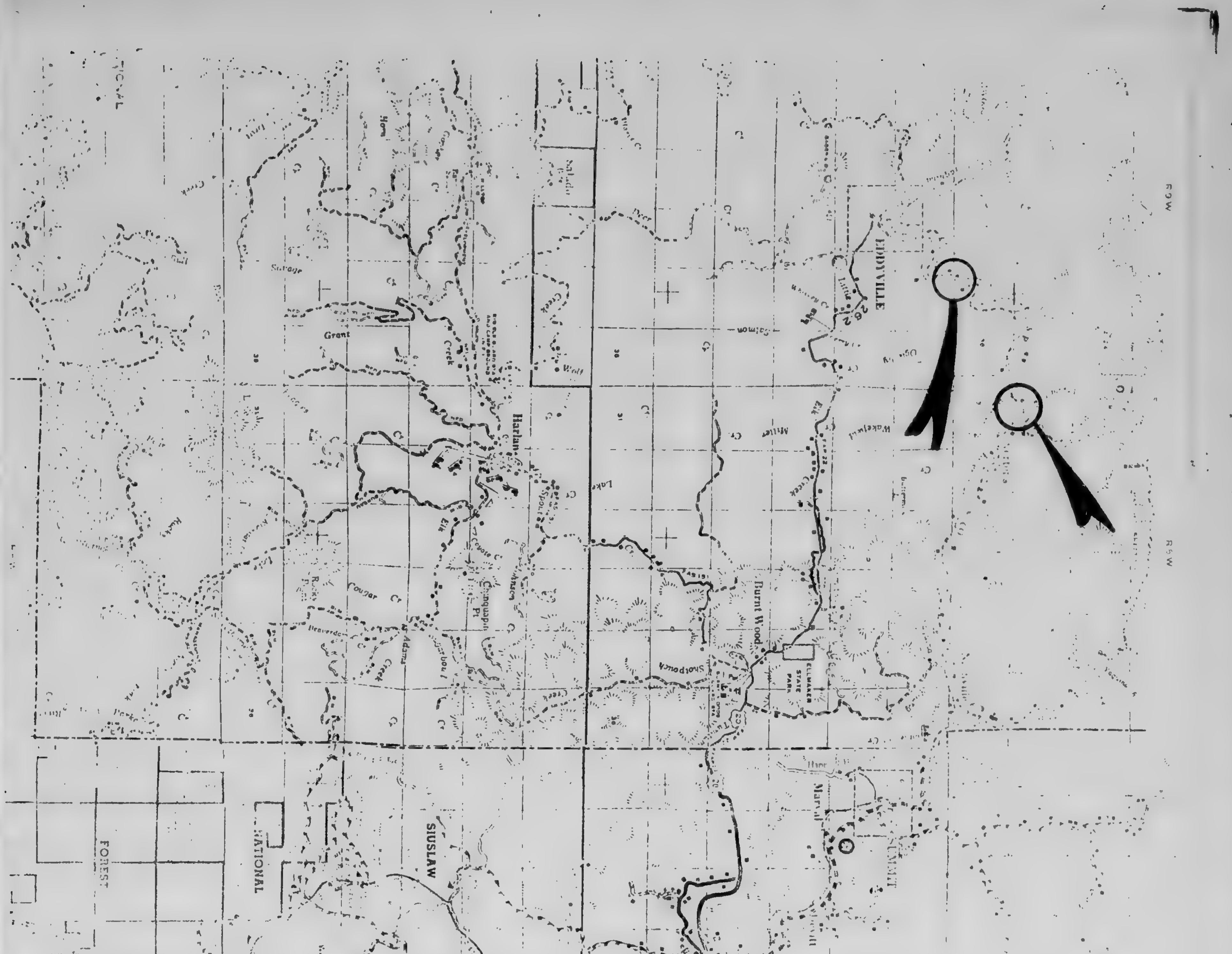
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

This survey is proposed by the State Highway Division and is intended to develop the preliminary engineering phase only through location and/or design.


EDDYVILLE
Harlan
Burnt Woods
SIUSLAW
NATIONAL
FOREST
CORVALLIS
WATERSHED
Blodgett
Summit
Wren
PHILOMATH
Salmon
Wolf
Grant
Savage
Cougar
Shotpouch
Elk
Lake Cr
Miller Cr
Wakefield
Harris
Russell
SOUTHERN
PACIFIC
R9W

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 22, 1975

TO ALL INTERESTED FEDERAL AGENCIES

FROM George M. Hopkins
George M. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-Aid Funds
Yaquina River Bridges (2)
Eddyville-Blodgett Hwy., State Hwy. #180
Lincoln County

In accordance with Federal Highway Administration's procedures, attached is a Notice of Intent application to apply for Federal aid for the subject project.

If you need additional information, or wish to comment on these proposals, please advise the Project Management Section, State Highway Division, Salem, Oregon 97310.

Attachments

BLG:md

U. S. Department of Agriculture
U.S. Department of Housing
Bureau of Outdoor Recreation
Federal Aviation Administration
Bureau of Sport Fisheries and Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
National Marine Fisheries Service
Division of River Basin Studies
Bureau of Land Management
U.S. Coast Guard

cc: G. L. Green, FHWA
F. B. Klaboe
D. E. Swan
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

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11	12] PROJECT LOCATION—CITY Eddyville-Blodgett Hwy. State Highway #180	PROJECT LOCATION—COUNTY Lincoln	PROJECT LOCATION [79 SEC: ---- T: 10S R: 9-8W	

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06 12] identify a possible improvement project to be considered for future construction. [71

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17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 12/22/75

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 January	43] DAY [44 23	45] YEAR [46 1975

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 12/22/75

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

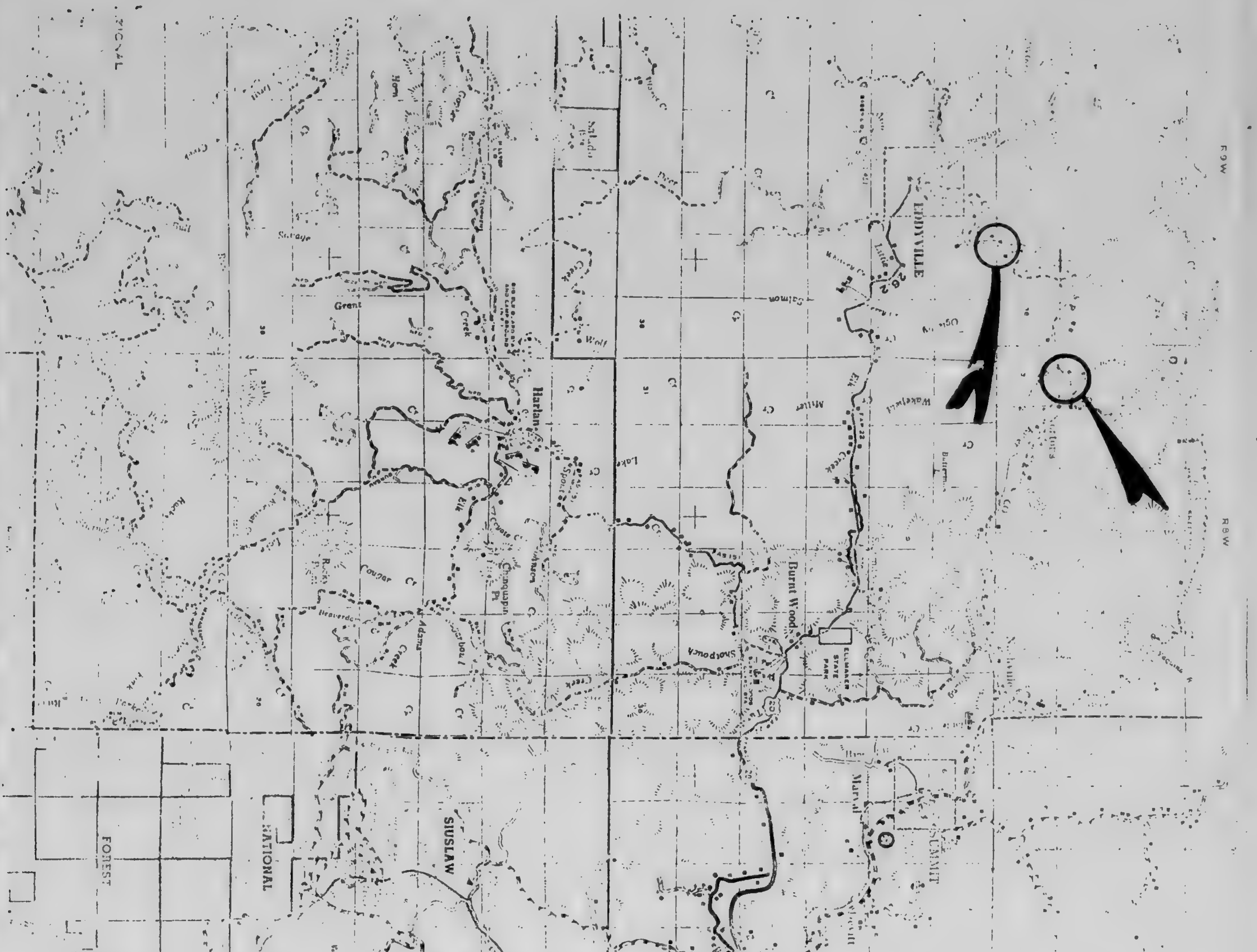
(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

This survey is proposed by the State Highway Division and is intended to develop the preliminary engineering phase only through location and/or design.


EDDYVILLE
Harlan
Burnt Wood
Blodgett
SUMMIT
PHILOMATH
SIUSLAW
NATIONAL
FOREST
CORVALLIS
WATERSHED
Nashville
Salmon
Elk
Miller
Wakefield
Grant
Wolf
Lake
Shotpouch
Adams
Cougar Cr
Marys
Harris
Russell
Wren
SOUTHERN
PACIFIC
R9W
R8W

1980 Mohler Overflow Bridge 9187
Sec. of Necanicum Hwy.
(Grad, pav. & strcuture)

December 7, 1981

Hackney, Delaney & Davidson
Attorneys at Law
N. 10003 Division, Suite A
Spokane, WA 99218

CON 5
#9187

Attention: Barry W. Davidson

Gentlemen:

Thank you for your letter of November 30 stating that the claim against Colgrove Contractors, subcontractors on Contract No. 9187, has been settled. This appears to be in connection with a claim filed by Petroleum Pipe and Fittings Corporation for material furnished in the amount of $15,035.96 plus interest.

Contract No. 9187 was with F. E. Ward, Inc., for work on the Mohler Overflow Bridge Section of the Necanicum Highway in Tillamook County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: F. E. Ward, Inc.
2000 E. Columbia Way
Bldg. 48C
Vancouver, WA 98661

Employers Insurance of Wausau
Attn: Judith Rheinschmidt
Surety Claims Examiner
2000 Westwood Drive
Wausau, WI 54401

NOTED O
12/7/81 JS

HACKNEY, DELANEY & DAVIDSON
ATTORNEYS AT LAW

DONALD D. HACKNEY
ROBERT S. DELANEY
BARRY W. DAVIDSON

CYNTHIA L. SCHWARTZ

N. 10003 DIVISION, SUITE A
SPOKANE, WASHINGTON 99218
PHONE (509) 466-9500

November 30, 1981

Dept. of Transportation
Transportation Bldg.
Salem, OR 97310

ATTN: Robert W. Gormsen
Commission Services

RE: CON 5, #9187

Dear Mr. Gormsen:

Please be advised that our claim against Colgrove Contractors, subcontractor to F.E. Ward, Inc., has been settled.

I would like to thank you for your assistance which your office provided in this matter.

Very truly yours,

HACKNEY, DELANEY & DAVIDSON

Barry W Davidson

Barry W. Davidson

BWD/zlb
cc: File

2.1

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
F. E. Ward, Inc. No. 9187	Mohler Overflow Bridge Tillamook County	Oct. 8, 1981
Hertz Electric, Inc. No. 9193	Oak St. & Airport Rd. (Lebanon) Linn County	Oct. 8, 1981
Steeck Electric Co. No. 9211	Ore.Coast Hwy.@ 6th St. (Gold Beach) Curry County	Oct. 27, 1981
Hamilton Electric, Inc. No. 9232	Scholls Hwy.@ SW Nimbus Ave. Washington County	Oct. 27, 1981
Rock Process, Inc. No. 9324	Austin Rock Production Grant County	Oct. 27, 1981
Dales Sand & Gravel Co., Inc. No. 9100	Middlebrook St.-Pac. Hwy. West (Newberg) Yamhill County	Oct. 27, 1981
Hamilton Elect., Inc. No. 9089	2nd St. & 3rd St. Signal Impr. (The Dalles) Wasco County	Oct. 29, 1981
Hertz Electric, Inc. No. 9199	Oswego Hwy. @ Marylhurst Dr. (W. Linn) Clackamas County	Oct. 30, 1981
Wildish Medford Construction Co. No. 9234	Pac. Hwy.-Main Ave. (Canyonville) Douglas County	Oct. 30, 1981
R. A. Hatch Co. No. 9305	McKenzie Hwy. @ Goodpasture Rd. Lane County	Oct. 30, 1981
R. L. Coats No. 9272	Old Dry Cr. Rd.-Ochoco Hwy. Crook County	Oct. 30, 1981
Douglas S. Coats,Inc. No. 9221	Powder River (Broadway Ave.) Bridge Baker County	Oct. 30, 1981

November 5, 1981

C. T. Keasey
Asst. State Highway Engineer

9187

October 19, 1981

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

CON 5
#9187

Attention: Judith Rheinschmidt
Surety Claim Examiner

Gentlemen:

On October 12, 1981, we wrote to you concerning release of final payment on Contract No. 9187 awarded to F. E. Ward, Inc. for work on the Mohler Overflow Bridge Section of the Necanicum Highway in Tillamook County.

Final payment on this contract is $419 and the total contract amount is $491,908.01 including $1,463.37 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: F. E. Ward, Inc.
2000 E. Columbia Way
Bldg. 48C
Vancouver, WA 98661

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

L. 7

9:05 a.m.
September 29-81

(Klabal)
Fred:

Jessie Verret, 538-6189, called. She said Lee passed away last week, Sept. 22. from a heart condition.

She said Ward was still holding $4,000 on their contract. Wanted to know if you could help her in any way, under the circumstances now, even though she understands State can't get involved in matter between prime and subcontractor. She mentioned the July 21 letter that Lee had sent to Ward saying that bills had been paid.

She said Ward says he hasn't received retainage from the State. She wanted to find out if all the money had been paid to Ward.

She will be home until 2:45 today, and would like for you to call her.

fn

Norm Kobin of Kobin & Meyer
phone 223-1107 FN [illegible]
9-30-81

[illegible] — 3rd [illegible] Sept 17

Released $6800 in securities [illegible]

holding $5000 [illegible] One payment $402 [illegible]

[illegible]

[illegible] a month [illegible]

[illegible] Ward [illegible]

[illegible] Ward [illegible] the $4000

release [illegible]

lien [illegible] 2 yrs [illegible]

8) Approve adding two illumination projects to the Construction Program as follows and authorize State Highway Engineer to sign necessary agreements:

   a) Willamina-Salem Highway at the junction of the Independence Highway.

   b) Pacific Highway East between Interstate 5 and Hyacinth Street N.E.

9) Authorize construction of the Whitney Sand Shed on the Whitney Highway in Grant County at an estimated cost of $150,000.

10) Waive a claim against the City of Burns covering a storm sewer line and a waterline located on the Hines-Diamond Avenue Section of the Central Oregon Highway in Harney County (Contract No. 8640) in the amount of $975.60.

11) Authorize increases in project authorizations on the following contracts:

   a) Contract No. 9302 on the Austin Junction Section of the Whitney Highway in Grant County, in the amount of $145,577 (13.5% increase).

   b) Contract No. 8974 on the Prairie Road-Irving Road and Park Avenue-River Road Sections of FAU 1095 in Lane County, in the amount of $47,882.54 (5.4% increase).

12) Approve agreement with Motor Vehicles Division and the Oregon State Health Division for personnel and administrative services in support of DMV's medical and impaired driver licensing activities. The Health Division provides medical reports and reviews along with licensing recommendations on individuals with certain medical conditions and physical disabilities as provided by Oregon Statutes. Cost $75,335 plus applicable salary adjustments. Period: July 1, 1981, through June 30, 1983. (Authorize Administrator of Motor Vehicles to sign agreement.)

13) Approve request of Bruce Byerly for replacement of mobile home within the Deschutes River Scenic Waterway in Wasco County.

14) Approve a cooperative signal demonstration project in Newport utilizing $16,000 of Federal Funds with City and State sharing the match.

VERRET CONSTRUCTION CO.
GENERAL CONTRACTOR
RT. 2. BOX 97
NEWBERG, OREGON
PHONE 503—538-2109

files

July 21, 1981

F. E. Ward Construction Co.
P. O. Box 960
Woodland, Wa. 98674

RE. Contract No. 9187., Molher Overflow Bridge

Dear Mr. Ward;

This is to advise you that all bills incurred by Verret Construction Co.; on the Molher Overflow Bridge Project, Contract No. 9187; have been paid.

Please remit the balance of $4,000.00 due on this Contract to Verret Construction Co.; by return mail.

Upon receipt of this check, we will notify Robert W. Gormsen of Commission Services, to release your Bond being held by the State Of Oregon.

Maxium allowable interest will be charged beginning 10 days from the 10th of August, on the full $ 4,000.00 due us.

Very truly yours,
Le Roy J. Verret
Verret Construction Co.

LeRoy J. Verret

LeRoy J. Verret, President

no response nec.
FW

cc: F. E. Klaboe
R. W. Cornsell
Employers Insurance of Wausau

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Mohler Overflow Bridge
WEEK ENDING: September 19, 1981
SECTION PREFIX: 029-1007
HIGHWAY: Necanicum
COUNTY: Tillamook
NAME OF JOB: Mohler Overflow Bridge
KIND OF WORK: Grading, Paving and Structure
CONTRACTOR: F E Ward Incorporate
CONTRACT NUMBER: 9187
FEDERAL AID PROJECT NUMBER: BRS-131(2)
DATE OF CONTRACT: September 3, 1980
DATE WORK STARTED: September 18, 1980
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0
SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS 300
WORK DAYS USED
CALENDAR DAYS USED 296
SPECIFIED COMPLETION DATE: Bridge: February 28, 1981
PERCENT OF TIME ELAPSED: Bridge: 100 Project: 99
PROJECT AUTHORIZATION $534,504.42
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING $492,120.81
ENGINEERING AUTHORIZATION 42,383.61
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 104
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $490,000.00
ENGINEERING COST TO DATE $65,000.00
DATE PROJECT WAS COMPLETED: August 31, 1981
ESTIMATED PERCENT OVERRUN 0 %
PERCENT OF AUTHORIZATION 153%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.20	0.20			0.20
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.20	0.20			0.20
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6170 CY	4100 TON			1200 TON
TOTAL QUANTITIES CORRECTED TO DATE	9435 CY	3013 CY			1261 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	9435 CY	3013 CY			1261 Ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	1371A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13	Sunny	296		Third notification issued effective 9-14-81. ~~POST semi-final data submitted 9-17-81.~~
MONDAY 14	Sunny	296		
TUESDAY 15	Sunny	296		Last Weekly Report for this project.
WEDNESDAY 16	Partly cloudy	296		
THURSDAY 17	Sunny	296		
FRIDAY 18	Partly cloudy	296		
SATURDAY 19		296		

RECEIVED
SEP 21 1981
CONSTRUCTION BRANCH
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 13	No activity.
MONDAY 14	"
TUESDAY 15	"
WEDNESDAY 16	"
THURSDAY 17	"
FRIDAY 18	"
SATURDAY 19	"

REMARKS

No activity.

All contractors obligations completed; Third Notification issued effective 9-14-81. Semi-final and "Post" semi-final data has been submitted.

This is the last Weekly Report for this project.

SIGNED C Anderson LOCATION Astoria
Chet Anderson

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

State

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
7-189

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-23-81

State
Oregon

County
Tillamook

Project Number
BRS-131(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 22, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 546,572.00	$ 588,262.00
Federal funds	$ 437,258.00	$ 470,609.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of July, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 22, 1981

Federal Aid Project
No. BRS-131(2)

Mohler Overflow Bridge
Necanicum Highway
Tillamook County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure (Sta. 1400 + 39.46 to Sta. 1402+70.54)

Subtotal of previous estimate of September 12, 1980	$481,561.00

Previous Estimate

Flagman	300 Hr.	23.00	$ 6,900.00
Detour Removal Excavation	1,900 Cu. Yd.	4.00	7,600.00
Granular Embankment	2,725 Cu. Yd.	6.00	16,350.00
			$ 30,850.00

Revised Estimate

Flagman	563 Hr.	23.00	$ 12,949.00
Detour Removal Excavation	3,672 Cu. Yd.	4.00	14,688.00
Granular Embankment	4,542 Cu. Yd.	6.00	27,252.00
Furnish & Drive Sheet Piling (PA #2)		All Required	10,000.00
			$ 64,899.00
		Increase	$ 34,039.00
		SUBTOTAL	$515,600.00
		Engineering	72,662.00
		TOTAL	$588,262.00

Length of Structure ---------- 0.044 mi.
Length of Approaches --------- 0.145 mi.

Federal Funds	$470,609.00
State Funds	117,653.00
TOTAL	$588,262.00

Group 1 100%
Contract No. 9187
Prefix - 29-1968
Prefix - 29-1007

1187

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-229	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Tillamook Project No. BRS-131(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 53, 1.25 mi. N. of Jct. US 101

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	08-06-80	0.189

OTHER *(Specify)*

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 546,572.00	$ 437,258.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Date executed by Division Administrator 9-22-80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon September 12, 1980

Federal Aid Project
No. BRS-131(2)

Mohler Overflow Bridge
Necanicum Highway
Tillamook County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure (Sta. 1400+39.46 to Sta. 1402+70.54)

Mobilization			All Required	$ 45,000.00
Temporary Protection and Direction of Traffic			All Required	3,500.00
Temporary Signs	224	Sq. Ft.	15.00	3,360.00
Temporary Barricades	11	Each	200.00	2,200.00
Temporary Reflective Pavement Markers	50	Each	6.00	300.00
Temporary Delineators	43	Each	20.00	860.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	675	Lin. Ft.	5.00	3,375.00
Flagmen	300	Hour	23.00	6,900.00
Clearing and Grubbing			All Required	5,000.00
Removal of Structures and Obstructions			All Required	1,000.00
General Excavation	875	Cu. Yd.	3.00	2,625.00
Detour Removal Excavation	1,900	Cu. Yd.	4.00	7,600.00
Topsoil Embankment	670	Cu. Yd.	4.00	2,680.00
Granular Embankment	2,725	Cu. Yd.	6.00	16,350.00
Trench Excavation	140	Cu. Yd.	3.00	420.00
Finishing Roadbed and Slopes			All Required	500.00
Watering	100	M-Gal.	16.00	1,600.00
Shale Base	300	Cu. Yd.	6.00	1,800.00
Aggregate Base	4,100	Ton	7.00	28,700.00
Class "B" Asphalt Concrete	1,200	Ton	37.00	44,400.00
36-inch Culvert Pipe	16	Lin. Ft.	100.00	1,600.00
12-inch Nestable Pipe	182	Lin. Ft.	14.00	2,548.00
Filter Fabric	3,065	Sq. Yd.	1.40	4,291.00
Guard Rail, Type 2A	250	Lin. Ft.	20.00	5,000.00
Guard Rail, Type 3	100	Lin. Ft.	35.00	3,500.00
Guard Rail Anchors, Type 1	3	Each	400.00	1,200.00
Guard Rail Anchors, Type 2	1	Each	450.00	450.00
Rail End Pieces, Type B	1	Each	50.00	50.00
Rail End Pieces, Type C	3	Each	100.00	300.00
Special Fence	2,050	Lin. Ft.	2.50	5,125.00
Temporary Special Fence	1,250	Lin. Ft.	2.50	3,125.00

Extra for Asphalt Approaches	8	Each	150.00	1,200.00
Delineators	12	Each	20.00	240.00
Bridge Removal Work			All Required	15,000.00
Structure Excavation	50	Cu. Yd.	10.00	500.00
Furnish Pile Driving Equipment			All Required	40,000.00
Furnish 14-inch Prestressed Concrete Piling (Alt. "A")	3,680	Lin. Ft.	15.00	55,200.00
Drive Prestressed Concrete Piles (Alt. "A")	3,512	Lin. Ft.	1.00	3,512.00
Structural Concrete, Class 3300	47	Cu. Yd.	All Required	10,000.00
4' X 40'/45' Prestressed Slabs	24	Each	2,600.00	62,400.00
4' X 50'/55' Prestressed Slabs	16	Each	3,000.00	48,000.00
Reinforcement	7,900	Lbs.	All Required	4,000.00
Reinforced Concrete Bridge End Panels	140	Sq. Yd.	60.00	8,400.00
Metal Rail with Tubing	450	Lin. Ft.	35.00	15,750.00
				$469,561.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 700.00
Temporary Pavement Striping	All Required	500.00
Temporary Erosion Control	All Required	10,000.00
Roadside Seeding & Mulching	All Required	800.00
		$ 12,000.00
	SUBTOTAL	$481,561.00
	Engineering	65,011.00
	TOTAL	$546,572.00

Length of Structure ---------------- 0.044 mi.
Length of Approaches --------------- 0.145 mi.

Federal Funds 80% -----------------	$437,258.00
State Funds ------------------------	109,314.00
TOTAL	$546,572.00

Group 1	100%
Contract No.	9187
Prefix	29-1968
Prefix	29-1007

1187

VERRET CONSTRUCTION CO.

GENERAL CONTRACTOR

RT. 2. BOX 97
NEWBERG, OREGON
PHONE 503—538-6189

files

July 21, 1981

F. E.Ward Construction Co.
P. O . Box 960
Woodland, Wa. 98674

RE. Contract No. 9187., Molher Overflow Bridge

Dear Mr. Ward;

This is to advise you that all bills incurred by Verret Construction Co.; on the Molher Overflow Bridge Project, Contract No. 9187; have been paid.

Please remit the balance of $4,000.00 due on this Contract to Verret Construction Co.; by return mail.

Upon receipt of this check, we will notify Robert W. Gormsen of Commission Services, to release your Bond being held by the State Of Oregon.

Maxium allowable interest will be charged begaining 10 days from the 10th of August, on the full $ 4,000.00 due us.

Very truly yours,
Le Roy J. Verret
Verret Construction Co.

LeRoy J. Verret

LeRoy J. Verret, President

no response nec.
fw

cc: F. B. Klaboe
R. W. Gormsen
Employers Insurance of Wausau

9:30 a.m.
July 21, 1981
Contract #9187

NOTED
H. S. COULTER

Scott:

Lee Verret phoned in this message:

He will send a letter to you in response to June 5 letter wherein H. S. Coulter states that Verret and the State of Oregon have now resolved problem. This is in error, because $4,000 is still owed Verret by F. E. Ward.

The State is holding Ward's retainage, who is holding Verret's and, therefore, Verret's claim with the State is not released until Verret does so in writing. Some of the money has been collected, but $4,000 is still owed.

Verret wants Coulter to know the June 5 letter is in error, and that he is still doing battle with the State. The last paragraph in Coulter's June 5 letter is not correct--all claims are not released.

(Very emphatically...the only person he trusts in the Department is Fred Klaboe.)

cc C. T. Keasey
V. E. Skoog

9187 # 56007

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
JUL 15 1981
NORMA PAULUS
SECRETARY OF STATE

July 15, 1981

IN REPLY REFER TO
FILE NO.:

CON 5
#9187

Mr. Barry W. Davidson
% Hackney, Delaney & Davidson
Attorneys at Law
N10003 Division, Suite "A"
Spokane, WA 99218

FILED
JUL 16 1981
NORMA PAULUS
SECRETARY OF STATE

Dear Mr. Davidson:

This will acknowledge receipt of the Notice of Claim dated June 22, 1981 on behalf of Petroleum Pipe and Fittings Corporation for structural pipe and other materials furnished to Colgrove Contractors, Inc., in the amount of $15,035.96 plus interest.

The claim states this is in reference to the F. E. Ward, Inc. Contract No. 9187 for work on the Mohler Overflow Bridge in Tillamook County.

The Employers Insurance of Wausau furnished the bond on this contract. We will advise the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

jas

cc: F. E. Ward, Inc.
2000 E. Columbia Way, Bldg. 48C
Vancouver, WA 98661

Employers Insurance of Wausau
Attn: Judith Rheinschmidt, Surety Claims Examiner
2000 Westwood Drive
Wausau, WI 54401

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM

TO:
STATE OF OREGON
Department of Transportation
135 Transportation Building
Salem, OR 97310

NOTICE IS HEREBY GIVEN that PETROLEUM PIPE & FITTINGS CORPORATION has a claim for structural pipe and other materials furnished to COLGROVE CONTRACTORS, INC., in or about October or November of 1980, in the sum of Fifteen Thousand Thirty-five and 96/100 ($15,035.96) Dollars, plus finance charges thereon at the rate of One Percent (1%) per month until paid, against the bond taken from COLGROVE CONTRACTORS, INC., as Principal, and UNITED STATES FIDELITY & GUARANTY COMPANY, as Surety, for work on that certain contract No. 9187 (Mohler Overflow Bridge) between F.E. WARD, INC., and the DEPT., OF TRANSPORTATION, State of Oregon.

DATED this 22nd day of June, 1981.

HACKNEY, DELANEY & DAVIDSON

Barry W Davidson

BARRY W. DAVIDSON
Attorney for PETROLEUM PIPE &
FITTINGS CORPORATION

CERTIFIED
P24 2970508
MAIL

Certified Mail

RECEIVED
DOT DIRECTOR
JUN 24 '81
REFER TO
Auditor

HACKNEY, DELANEY & DAVIDSON
Attorneys at Law
N10003 Division, Suite "A"
Spokane, WA 99218   (509) 466-9500

Robert W. Gormsen
Commission Services
State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Wausau Insurance Companies

2000 Westwood Drive • Wausau, Wisconsin 54401
(715) 845-5211

Edward J. Dunn
Claim Supervisor
United States Fidelity and
Guarantee Company
520 Southwest Sixth Avenue
Post Office Box 3459
Portland, Oregon 97208

June 22, 1981

Principal - F. E. Ward, Incorporated
Our Bond 2350-05-040909
Project - Mohler Overflow Bridge
Your Principal - Colgrove Contractors, Incorporated
Your Bond 63-0120-519-80

Enclosed are a copy of the June 11, 1981 letter and attachments received from Robert W. Gormsen of the Oregon Department of Transportation. I understand from Mr. F. E. Ward that you have previously been notified of this claim made by Petroleum Pipe and Fittings Corporation for an amount of $15,035.96 due to them from your principal, Colgrove Contractors, Incorporated. I have denied this claim under the bond of F. E. Ward, since timely notice was not given as required by Oregon Statutes. However, they would be a direct beneficiary to the subcontract bond you provided for Colgrove and, therefore, no notice would be required. Please respond to the notice and send a copy of the response to my attention.

Please give this your immediate attention.

Thank you.

[illegible]

Judith Rheinschmidt

Judith Rheinschmidt
Surety Claim Examiner
HO 36
Enclosures

EMPLOYERS INSURANCE OF WAUSAU A MUTUAL COMPANY • EMPLOYERS LIFE INSURANCE COMPANY OF WAUSAU
WAUSAU UNDERWRITERS INSURANCE COMPANY • WORLDWIDE UNDERWRITERS INSURANCE COMPANY • WAUSAU UNDERWRITERS LIFE INSURANCE COMPANY
ILLINOIS EMPLOYERS INSURANCE OF WAUSAU • WAUSAU LIFE INSURANCE COMPANY • WAUSAU COUNTY MUTUAL INSURANCE COMPANY
MANAGEMENT SYSTEMS OF WAUSAU, INC. • COUNTRYWIDE SERVICES CORPORATION • WAUSAU INTERNATIONAL UNDERWRITERS

NOTICE OF CLAIM

TO: STATE OF OREGON
Department of Transportation
135 Transportation Building
Salem, OR 97310

NOTICE IS HEREBY GIVEN that PETROLEUM PIPE & FITTINGS CORPORATION has a claim for structural pipe and other materials furnished to COLGROVE CONTRACTORS, INC., in or about October or November of 1980, in the sum of Fifteen Thousand Thirty-five and 96/100 ($15,035.96) Dollars, plus finance charges thereon at the rate of One Percent (1%) per month until paid, against the bond taken from COLGROVE CONTRACTORS, INC., as Principal, and UNITED STATES FIDELITY & GUARANTY COMPANY, as Surety, for work on that certain contract No. 9187 (Mohler Overflow Bridge) between F.E. WARD, INC., and the DEPT., OF TRANSPORTATION, State of Oregon.

DATED this 22nd day of June, 1981.

HACKNEY, DELANEY & DAVIDSON

Barry W Davidson

BARRY W. DAVIDSON
Attorney for PETROLEUM PIPE &
FITTINGS CORPORATION

Certified Mail

RECEIVED
DOT DIRECTOR
JUN 24 '81

orig. to ~~[illegible]~~ Sollie Coulter
6/24 pw

X

HACKNEY, DELANEY & DAVIDSON
Attorneys at Law
N10003 Division, Suite "A"
Spokane, WA 99218 (509) 466-9500

7127

L

VICTOR ATIYEH
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

June 16, 1981

Irvin Schneider
Nehalem Bay Medical Center
PO Box 268
Wheeler, OR 97147

The Highway Division informs me three alternates were considered before it was decided to go ahead with the bridge replacement at Mohler.

The designs considered were the use of a large culvert and fill, a shorter bridge and fill, and the bridge replacement itself, which was the one adopted. The rejected alternatives required the use of a detour for an extra six months and involved the problem of underlying soils with virtually no stability.

While the cost of the bridge replacement was $575,000, the other two options, while having a lower initial cost, could have resulted in higher final costs for the improvement.

Concerning the redecking of the Nehalem River Bridge, the Highway Division plans to replace this structure, perhaps early next year. In the interim, they are trying to maintain a safe structure without an undue expenditure of funds. The boards replaced are different ones each time.

I appreciate your concern about efficiency and fiscal responsibility. All of us in state government are doing the best we can to stretch our limited funds these days, while still maintaining proper standards for public service and safety.

Sincerely,

Victor Atiyeh
Governor

VA:vl

cc: Scott Coulter ✓

RECEIVED
STATE HWY ENGR
JUN 25'81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NEHALEM BAY MEDICAL CENTER
PHYSICIANS AND SURGEONS

HERBERT D. LEWIS, M.D.
CHRISTOPHER N. H. LIM, M.D.
ROBERT H. STEWART, D.O.
JOHN E. OLNEY, M.D.

P. O. BOX 268
WHEELER, OREGON 97147
(503) 368-5111

JAMES D. HAUSCHILDT, M.D.
DOROTHY W. WHITE, M.D.
IRVIN J. SCHNEIDER, M.D.

VU
Hwy Division

02605

May 28, 1981

-2 1981

JUN 5 '81

Bell

X

Governor Victor Atiyeh
Governor's Office
State Capitol Building
Salem, Oregon 97310

6-11

Dear Sir:

It is very disturbing to any person with concern for the future, to read the daily accounts in the news media about the never ending scramble for more revenue with no thought given to more efficient performance by the users of these funds.

The time of days work for a days pay has disappeared. The trend now is for more and more pay for less and less work.

There is also a marked disregard for good judgement in things being done. Here again my most visible target is the road department. There was a bridge replacement North of Wheeler, the cost was 600,000+. The need for the bridge is that the river sometimes breaks through and floods the area once every three to four years. It is generally agreed by very informed people including the contractor that put in the bridge that the problem could have been handled by a fill plus culverts at the cost of about 90,000 making a savings of over 500,000. I challenge the highway department to rationalize out of this.

In closing we should be thinking in terms of getting the most out of the dollars available rather than searching for more dollars to be wasted because of excessive spending.

In closing just a comment on the school problems. One of which is the tremendous number of dollars wasted on athletics. Here we find the grade schools acting as farm clubs for the high schools. The high schools are farm clubs for the colleges. The colleges are farm clubs for the pros. So the only excuse for this expenditure is to provide a never ending source of material for the pros at tax payers expense.

On the way home, I see the department is again working on the bridge looking over the Nehalem. This is an annual event, tearing out patches here and there spiking small pieces of 2 X 2 Port Orford cedar in place with what appears to be 20 or 30 penny spikes. Then the heavy logging trucks race over and start splitting these piece: After all these years of annual repair, I would think that someone would wake up to the fact that this approach on the problem needs a second look. This inadequate repair will consume days upon days of work by a crew twice as large as necessary for the work done.

Cordially,

IJSchneider

IJS/jlk

Irvin J. Schneider, M.D.

NOTED
F. D. KLABOE

29-12

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

REGION 2 ENGINEER
RECEIVED
MAY 31 1978
RC RCE RTE ROE
ULE GEO RSO ENV RFE

May 30, 1978

Irvin J. Schneider, M.D.
Rinehart Clinic
Wheeler, OR 97147

Dear Dr. Schneider:

Thank you for sending me a copy of your letter to Glenn Jackson concerning the Highway Division's work at the Nehalem River Bridge on the Oregon Coast Highway.

Decay in some bridge planks and in some of the decking required removal of the wearing surface and replacement of the decayed wood. In looking at alternate ways of handling traffic, it was determined that the most expeditious and economical manner while making the repairs was to close the bridge to all traffic and complete the job in one working day rather than do it piecemeal and spread it over several days. This analysis also compared the costs of using signs versus flagmen to direct traffic.

There are certain state and national standards involving safety and signing which we must abide by while our repair work is under way. In this case it was more economical to station flagmen than to install the required sequence of signs at all necessary locations.

If we can be of any further assistance, please let me know.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

cc Glenn L. Jackson

bc R. A. Burco
F. B. Klaboe
R. L. Schroeder
C. O. Fredrickson

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

ROTHY WHITE RINEHART, M.D.
VIN J. SCHNEIDER, M.D.
ARRY G. BECKWITH, M.D.
JAMES D. HAUSCHILDT, PH.D., M.D.
GEORGE L. MARSHALL, M.D.
HERBERT D. LEWIS, M.D.

D. M. CARY, MANAGER

RINEHART CLINIC
PHYSICIANS & SURGEONS
SPECIALIZING IN RHEUMATIC DISEASES
503-368-5111
WHEELER, OREGON
97147

15 May 1978

Mr. Glenn L. Jackson
Oregon Transportation Commission
C/o Pacific Power & Light Company
Medford, Oregon 97501

Dear Mr. Jackson:

Enclosed is a map indicating the detour around the bridge over the Nehalem River which is receiving patches of Port Orford cedar and what appears to be some 3 x 10 decking, all with a life expetancy of over 50 years. This tearing up of well preserved lumber is an annual process and you have heard from me in the past on this problem. My big complaint this time is explained by the enclosed map. I cannot understand why it is necessary to include a truck and driver at each barricade when the barricades are very plain, visible, and easily understood. There is a total of four drivers and four vehicles tied up each working day with a total waste of money. Incidentally, through some error they did not barricade the road to Mohler, nor is there a truck driver on duty at this place. The only sign is a poorly visible one tacked to the road at one end. I am sure this letter will cause you to place an additional driver and truck at the Mohler intersection.

Yours very truly,

I. J. Schneider, M. D.

5/17/78
CC: C. O. Fredrickson, w/cc att.
Please R/O reply.
Due 5/23/78.

cc: Oregon State Highway Commission
Salem, Oregon

RECEIVED
STATE HWY [illegible]

ms

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
[illegible]
NO [illegible] AULUS
S [illegible] ARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5
#9187

June 11, 1981

Law Offices of Michael J. Walsh
1511 Orbanco Building
1001 S. W. Fifth Avenue
Portland, OR 97204

Attention: Stephen J. Connolly

RECEIVED
[illegible] 11 1981
A PAULUS

Gentlemen:

This letter acknowledges receipt of your letter and Notice of Claim on behalf of your client, Petroleum Pipe and Fittings Corporation, against Colgrove Contractors, Inc. in the amount of $15,035.96 plus finance charges thereon at the rate of one percent per month until paid.

The claim states this is in connection with our Contract No. 9187 with F. E. Ward, Inc. for work on the Mohler Overflow Bridge Section of the Necanicum Highway in Tillamook County.

The Employers Insurance of Wausau furnished the bond on this contract. Copies of this letter and your Notice of Claim are being sent to F. E. Ward, the surety and the Secretary of State's office for filing.

Please notify this office when the claim has been satisfied.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

jas

cc: F. E. Ward, Inc.
2000 East Columbia Way, Bldg. 48C
Vancouver, WA 98661

Employers Insurance of Wausau
2000 Westwood Drive
Attn: Judith Rheinschmidt, Surety Claims Examiner
Wausau, WI 54401

NOTED ON C
6-18-81 JS

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

LAW OFFICES OF
MICHAEL J. WALSH
1511 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204

MICHAEL J. WALSH
STEPHEN J. CONNOLLY

TELEPHONE
(503) 224-5200

June 3, 1981

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

RECEIVED
JUN - 5 1981
LEGAL

Department of Transportation
State of Oregon
135 Transportation Building
Salem, Oregon 97310

Re:	Our client:	Petroleum Pipe & Fittings Corporation
	Principal:	F. E. Ward, Inc.
	Surety:	Wausau Insurance Companies
	Obligee:	State of Oregon
	Bond No.:	2350 05 040909

Dear Sirs:

In accordance with ORS 279.526 and ORS 279.528, we are enclosing herewith a Notice of Claim against the above-noted bond.

Yours very truly,

Stephen J. Connolly

Stephen J. Connolly

SJC:mj

Encls

DOT DIRECTOR
JUN [illegible] '81

6/5

NOTICE OF CLAIM

TO: Department of Transportation
State of Oregon
135 Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that Petroleum Pipe & Fittings Corporation has a claim for structural pipe and other materials furnished to Colgrove Contractors, Inc. in or about October and November 1980 in the sum of Fifteen Thousand Thirty-five and 96/100 ($15,035.96) Dollars, plus finance charges thereon at the rate of one (1%) percent per month until paid, against the bond taken from F. E. Ward, Inc., as Principal, and Wausau Insurance Companies as Surety, for work on that certain Contract No. 9187 (Mohler Overflow Bridge) between F. E. Ward, Inc. and the Department of Transportation, State of Oregon.

DATED this 3rd day of June 1981.

LAW OFFICES OF MICHAEL J. WALSH

By: Stephen J. Connolly
Stephen J. Connolly, of
Attorneys for Claimant Petroleum
Pipe & Fittings Corporation

NOTICE

L.

June 5, 1981

Verrett Construction Company
Route 2 Box 97
Newberg, Or 97138

Dear Mr. Verrett:

Claims Resolution
Mohler Overflow Bridge Project
Necanicum Highway
Contract No. 9187

In accord with your request, this letter will confirm the mutual agreements made to resolve all of your claims against the State on the above project. These agreements were the results of a meeting held in Mr. Klaboe's office on Wednesday, June 3, and are as follows:

1. Bid Item 11 "General Excavation"

   The State has paid to date $1,671.90 for removal of 557.3 cubic yards of general excavation as staked. You stated that the Inspector, Larry Benedict, ordered you to remove additional quantities. The State agreed to review this with him, to invite you to the review; and to pay for the removal of all "General Excavation" ordered by the State.

2. Bid Item 2 "Detour Removal Excavation"

   Your truck tickets, less the apparent 25 loads of shale removed from the cattle path, indicate a total of 3,672 cubic yards of truck measure material removed for a total of $14,688. The State agreed to make payment based upon these quantities if all your claims against the State were thereby resolved.

3. Bid Item 16 "Finishing Roadbed and Slopes"

   The prime contractor, F. E. Ward, agreed to complete this item at no expense to your firm while they did other contract work if all your claims were settled.

4. The State agreed, in consideration of the small quantities involved, to withdraw its request for a sub-subcontract between Verrett Construction Company and Jiffy Construction Company.

The State will proceed on the basis of the above agreements with the understanding that all of your claims against the State on this project are thereby settled and resolved.

Sincerely,

H. S. Coulter
State Highway Engineer

cc: F. E. Ward Company
F. B. Klaboe

GW/rgb/OBJ:fr md

bc: C. T. Keasey
C. O. Fredrickson
C. A. Anderson

Robert W. Gormsen
Commission Services
State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Wausau Insurance Companies

2000 Westwood Drive • Wausau, Wisconsin 54401
(715) 845-5211

June 3, 1981

Barry W. Davidson
Hackney, Delaney and Davidson
Attorneys At Law
North 1003 Division, Suite A
Spokane, Washington 99218

Principal - F. E. Ward, Incorporated
Obligee - State of Oregon
Bond 2350-05-040909
Project - 9187 - Mohler Overflow Bridge

This follows my letter of May 26, 1981 which denied the claim of your client, Petroleum Pipe and Fittings, because timely notice as required by Oregon Statute was not given.

I have been informed that Colgrove Construction posted a subcontract performance and labor and material bond. I have enclosed copies of the bonds for your review. Your client would be a direct beneficiary to this bond and may I suggest you contact Edward J. Dunn, Claim Supervisor, at United States Fidelity and Guarantee Company, 520 Southwest Sixth Avenue, Post Office Box 3459, Portland, Oregon, 97208. The bond number is 63-0120-519-80.

If I can be of any further assistance, please let me know.

Judith Rheinschmidt
Judith Rheinschmidt
Surety Claim Examiner
HO 36

EMPLOYERS INSURANCE OF WAUSAU A Mutual Company • EMPLOYERS LIFE INSURANCE COMPANY OF WAUSAU
WAUSAU UNDERWRITERS INSURANCE COMPANY • WORLDWIDE UNDERWRITERS INSURANCE COMPANY • WAUSAU UNDERWRITERS LIFE INSURANCE COMPANY
ILLINOIS EMPLOYERS INSURANCE OF WAUSAU • WAUSAU LIFE INSURANCE COMPANY • WAUSAU COUNTY MUTUAL INSURANCE COMPANY
MANAGEMENT SYSTEMS OF WAUSAU INC • COUNTRYWIDE SERVICES CORPORATION • WAUSAU INTERNATIONAL UNDERWRITERS

LAW OFFICES OF
MICHAEL J. WALSH
1511 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204

MICHAEL J. WALSH
STEPHEN J. CONNOLLY

TELEPHONE
(503) 224-5200

June 3, 1981

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Department of Transportation
State of Oregon
135 Transportation Building
Salem, Oregon 97310

NOTED
H.S. COULTER

Re: Our client: Petroleum Pipe & Fittings Corporation
Principal: F. E. Ward, Inc.
Surety: Wausau Insurance Companies
Obligee: State of Oregon
Bond No.: 2350 05 040909

Dear Sirs:

In accordance with ORS 279.526 and ORS 279.528, we are enclosing herewith a Notice of Claim against the above-noted bond.

Yours very truly,

Stephen J. Connolly

Stephen J. Connolly

SJC:mj

Encls

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Info Invest R/D D/R Sign Act File

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cy
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NOTICE OF CLAIM

TO: Department of Transportation
State of Oregon
135 Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that Petroleum Pipe & Fittings Corporation has a claim for structural pipe and other materials furnished to Colgrove Contractors, Inc. in or about October and November 1980 in the sum of Fifteen Thousand Thirty-five and 96/100 ($15,035.96) Dollars, plus finance charges thereon at the rate of one (1%) percent per month until paid, against the bond taken from F. E. Ward, Inc., as Principal, and Wausau Insurance Companies as Surety, for work on that certain Contract No. 9187 (Mohler Overflow Bridge) between F. E. Ward, Inc. and the Department of Transportation, State of Oregon.

DATED this 3rd day of June 1981.

LAW OFFICES OF MICHAEL J. WALSH

By: Stephen J. Connolly
Stephen J. Connolly, of
Attorneys for Claimant Petroleum
Pipe & Fittings Corporation

NOTICE

11 7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 29, 1981

In Reply Refer to
File No. CON 5 #9187

F. E. Ward, Inc.
2000 E. Columbia Way
Building 48C
Vancouver, WA 98661

Re: Time Extension Request
Mohler Overflow Bridge
FAP No. BRS-131(2)
Contract No. 9187

Dear Mr. Ward:

Your request for additional contract time in which to complete the work added to the project as defined in Price Agreement No. 2 has been carefully reviewed. A contract time extension of 25 calendar days is granted due to delay resulting from the added work under Price Agreement No. 2.

The revised completion time for this contract is 300 calendar days.

Sincerely,

C. T. Keasey
Assistant State Highway Engineer

By O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
C. O. Fredrickson "
Chet Anderson "
FHWA
Bob Church

RECEIVED
STATE HWY ENGR
MAY 29 '81
REFERRED TO
Info | Inve | R | D | Sign | Act | File

Form 734-3122

29-1087

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

DATE: May 28, 1981

FROM: Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Price Agreement #2
Widening Tideland Road
Mohler Overflow Br. Project
Necanicum Highway
Contract No. 9187

The Mohler Overflow Bridge Project is basically completed except for clean-up. Too much clean-up remains to issue a suspension of work order.

The turning radius in the northwest quadrant of the Tideland Road intersection requires revision to provide ample turning radius for school busses and other large vehicles. Hence, the attached price agreement #2 as explained in Resident Engineer Chet Anderson's attached May 27th transmittal letter. The contractor's signing of this price agreement as explained in F. Ward's May 19th letter, a copy of which is attached, is contigent upon the approval of the attached time extension request.

Mr. Ward asked that we increase the authorized 275 calendar days (cd's) by 25 cd's to a new total of 300 cd's. This is a reasonable request for the work involved. Your approval of the attached formal request is recommended. As rapidly as you approve this formal time extension request, please advise this office by phone in order that we might grant the contractor prior approval of the price agreement.

CTK –
I agree with recommendation of Resident & Region.

Attch.

GW/rgb
cc: Chet Anderson

RECEIVED
MAY 28 1981
CONSTRUCTION BRANCH

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STATE OF OREGON

INTEROFFICE MEMO
FILE CON 5 #9187

TO: Gerald Wimer
Region 2 Construction Engineer

DATE: May 27, 1981

FROM:
FOR: Chet Anderson, Resident Engineer

SUBJECT: Price Agreement No. 2
Widening Tideland Road
Mohler Overflow Bridge Project
Necanicum Highway
Tillamook County
Contract No. 9187

Submitted herewith for review and approval is Price Agreement No.2 on the Mohler Overflow Bridge project. This price agreement will provide for widening of Tideland Road connection which is located at the West end of the Mohler Overflow Bridge.

After reconnecting Tideland Road at the widened embankment of the Necanicum Highway at the West end of the new Mohler Overflow Bridge it was discovered that long vehicles Westbound on the Necanicum Highway, (in particular the local school bus), could not make the turn onto Tideland Road without stopping and backing up once or twice. The subject Price Agreement will provide for widening the Tideland Road connection enough to allow long vehicles to make this turn without stopping.

The subject price agreement provides for widening Tideland Road for $13,700.00+. This cost was reviewed by the Construction Office Cost Engineer's section and found to be justified, (Per phone call from R. Walton on May 8, 1981). The need for widening Tideland Road connection was reviewed on phone with D. Christensen of the Construction Office and G. Wimer of Region 2 Office on May 11, 1981 with approval of widening of Tideland Road connection on basis of subject price agreement being indicated by D. Christensen.

It was requested the contractor submit with this subject price agreement a request for an extension of time for completing this additional work on the project as there will be little or maybe no time left on the project by the time this price agreement has been approved and the work can be initiated. The contractor submitted with the subject price agreement a request for an extension of 25 days on the project. The requested 25 days is reasonable for the amount and type of work provided for by the subject price agreement and it is recommended the requested 25 days be granted.

It should be noted the contractor indicates, (in his transmittal letter, copy attached), that his agreement to the subject price agreement is contingent upon granting of additional time on the project.

cc: file

Encl: PA #2 with attachments
Contractors Request for Time Extension
Copy of Contractors transmittal letter dated 5-19-81

cc: C. T. K [illegible] above.
Remarks [illegible] May 5 25 letter
REGION [illegible]

Robert W. Gormsen
Commission Services
State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Wausau Insurance Companies

2000 Westwood Drive • Wausau, Wisconsin 54401
(715) 845-5211

May 22, 1981

Barry W. Davidson
Hackney, Delaney and Davidson
Attorneys At Law
North 10003 Division, Suite A
Spokane, Washington 99218

Principal - F. E. Ward, Incorporated
Obligee - State of Oregon
Bond 2350-05-040909
Project - Contract 9187
Mohler Overflow Bridge

EMPLOYERS INSURANCE OF WAUSAU A Mutual Company, as surety, has received a copy of the Department of Transportation's letter to you dated May 13, 1981. We have also received a copy of your notice of claim dated April 7, 1981 sent on behalf of your client, Petroleum Pipe and Fittings Corporation, a supplier to Colgrove Contractors, Incorporated, a subcontractor to the principal on this project.

Since no documentation of the amount due was enclosed, I am unable to determine if the claim is a timely one according to Oregon statutes. As we discussed in our earlier telephone conversation, please send complete documentation of the amount due, including invoices, purchase orders and any prior notices sent to F. E. Ward, Incorporated.

By copy of this letter, I am asking the principal to advise if they know why your client has not been paid and what their intentions are concerning the amount due.

As you requested in our phone conversation of May 19, 1981, I am enclosing a copy of the bonds from our file.

no resp. necessary

EMPLOYERS INSURANCE OF WAUSAU A Mutual Company • EMPLOYERS LIFE INSURANCE COMPANY OF WAUSAU
WAUSAU UNDERWRITERS INSURANCE COMPANY • WORLDWIDE UNDERWRITERS INSURANCE COMPANY • WAUSAU UNDERWRITERS LIFE INSURANCE COMPANY
ILLINOIS EMPLOYERS INSURANCE OF WAUSAU • WAUSAU LIFE INSURANCE COMPANY • WAUSAU COUNTY MUTUAL INSURANCE COMPANY
MANAGEMENT SYSTEMS OF WAUSAU INC • COUNTRYWIDE SERVICES CORPORATION • WAUSAU INTERNATIONAL UNDERWRITERS

This letter should not be considered as a waiver or relinquishment of any rights or defenses under the bond, especially those pertaining to timely notice.

Please address future correspondence to my attention at the above address.

Judith Rheinschmidt

Judith Rheinschmidt
Surety Claim Examiner
HO 36
Enclosure

#9187

L.

May 19, 1981

Employer's Insurance of Wausau
Attention: Judith Rheinschmidt
Surety Claims Examiner
2000 Westwood Drive
Wausau, Wisconsin 54401

Re: Principal: Colgrave Contractor's Inc.
2000 Columbia Way
Bldg. 2 Annex
Vancouver, Washington 98661

Gentlemen:

I am enclosing a Notice of Claim forwarded to us by Barry W. Davidson, Attorney at Law, through the Department of Transportation of Salem, Oregon.

We issued a Performance, Payment and Contract Bond in the total amount of $71,522.00 for the Contract No. 9187, referred to in the Department of Transportation's letter.

I am wondering at this time whether or not you have any type of bond which would relate to this project, or if Mr. Robert W. Gormsen, of the Department of Transportation was in error in stating that Employer's Insurance of Wausau furnished a bond for this contract.

By carbon copy of this letter, I am alerting Mr. Gormsen of the apparent mix-up and will await your reponse to this letter.

Very truly yours,

Edward J. Dunn
Claims Supervisor

EJD:mcm

cc: Robert W. Gormsen

RECEIVED
MAY 21 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

UNITED STATES FIDELITY & GUARANTY CO.
P. O. BOX 3459
PORTLAND, OREGON 97208

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

RECEIVED
DOT DIRECTOR
MAY 18 '81
REFER TO

May 15, 1981

Verret Construction Co.
Rt. 2 Box 97
Newberg, OR 97138

Re: Request for Information
Mohler Overflow Br. Project
Necanicum Highway
Contract Number 9187

Dear Mr. Verret:

By your May 6 phone call to Director Fred Klaboe's office you requested the following information relative to the subject project:

1. Copies of the monthly estimates as submitted by Chet Anderson. Copies are attached. He arrived at these in accordance with instructions contained in our Construction Manual.

2. Per State Highway Engineer H. S. Coulter's February 20 letter to you, quantities for item number 12 "Detour Removal Excavation" will be made by measurement in the hauling vehicles rather than by cross-section measure. Prior to that time we measured the materials in place before removal. We subsequently expanded by the amount our Central Laboratory determined the material expands in trucks. See the attached copy of Laboratory Number 81-2285.

3. You also inquired of how payment was made on monthly estimate #6 for F. E. Ward items but no pay was made for items you were subcontracted to do; payment was made for work that had been completed and on which all paperwork required to be submitted by the contractor and subcontractor had received.

Continued...

NOTED
F. B. KLABOE

Payroll and/or subcontract paperwork items have not been received for items of work you were subcontracted to do and therefore no pay was made on estimate #6 for those items of work. All paperwork items needed for work done by the prime contractor had been received and therefore payment was made on those items on estimate #6.

Sincerely,

Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

Attch. Copies of Prog. Estimates 2, 3, 4, 5, 6, 8 sent.

CA:GW/rgb
cc: F. E. Ward
bc: F. B. Klaboe
H. S. Coulter
C. T. Keasey
Chet Anderson

5598

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 14 1981
NORMA PAULUS
SECRETARY OF STATE

May 13, 1981

IN REPLY REFER TO
FILE NO.:

CON 5
#9187

Hackney, Delaney and Davidson
Attorneys at Law
N.10003 Division, Suite A
Spokane, WA 99218

RECEIVED
MAY 14 1981
NORMA PAULUS
SECRETARY OF STATE

Attention: Barry W. Davidson
Secretary

Gentlemen:

This will acknowledge receipt of your Notice of Claim dated April 26, 1981, on behalf of Petroleum Pipe and Fittings Corporation, indicating that they have a claim against Colgrove Contractors, Inc., subcontractor to F. E. Ward, Inc. The claim is for labor and shipping costs in the amount of $15,730.28 including $1,500 for attorney's fees and $100 to defray costs of this action.

The claim states this is in reference to the F. E. Ward, Inc., Contract No. 9187 for work on the Mohler Overflow Bridge of the Necanicum Highway in Tillamook County.

Employers Insurance of Wausau furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

5-29-81

jas

cc: F. E. Ward, Inc.
2000 E. Columbia Way, Bldg. 48C
Vancouver, WA 98661

Employers Insurance of Wausau
Attn: Judith Rheinschmidt
Surety Claim Examiner
2000 Westwood Drive
Wausau, WI 54401

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM

TO: STATE OF OREGON
Highway & Transportation Dept.
Room 121 Transportation Bldg.
Salem, OR 97310

ATTN: Robert Gormsen, Commission Service

NOTICE IS HEREBY GIVEN that PETROLEUM PIPE & FITTINGS CORPORATION, a Washington corporation, has a claim in the amount of $15,730.28, against COLGROVE CONTRACTORS, INC., a subcontractor for F.E. WARD, INC.

This claim is based upon the failure of COLGROVE CONTRACTORS, INC., to fully make payment for pipe and shipping related costs incurred at the request of said contractor for work to be performed in Tillamook County, Oregon, with respect to the Mohler Overflow Bridge.

In the event the above claim is not settled and paid without an action of the courts to enforce the same; in addition to the item, the undersigned claims the sum of $1,500.00 as a reasonable attorney's fee and the sum of $100.00 to defray costs of said action.

DATED this 21 day of April, 1981.

PETROLEUM PIPE & FITTINGS CORPORATION

BY: ____________________
BARRY W. DAVIDSON, Secretary
c/o N10003 Division, Suite "A"
Spokane, WA 99218 (509) 466-9500

STATE OF WASHINGTON)
: ss.
County of Spokane)

BARRY W. DAVIDSON, being first duly sworn on oath, deposes and says: That I am the secretary for PETROLEUM PIPE & FITTINGS CORPORATION, the above-named claimant; the I have read the foregoing Notice of Claim, know the contents thereof, and believe the same to be true.

____
BARRY W. DAVIDSON

SUBSCRIBED & SWORN to before me this 2nd day of April, 1981.

Zana L. Babler
NOTARY PUBLIC in and for the State of Washington, residing at Spokane

HACKNEY, DELANEY & DAVIDSON
ATTORNEYS AT LAW
N. 10003 DIVISION, SUITE A
SPOKANE, WASHINGTON 99218

[illegible] 7

L

May 6, 1981 - 10:30 a.m.

Fred:

Lee Verret called and wants to get the following information:

(1) Copy from the records of Chet Anderson (our Resident at Astoria) of the original estimate turned in on each month on the job since it started and a description of how he arrived at them.

(2) Copy of his approval and how he arrived at the quantity on the truck measurements for detour removal.

(3) Wants to know how Ward was allowed to leave out Verret's part of the estimate and be paid for anything for that month and what was paid to Ward for that month.

Verret said he talked to Washington this morning and they have received the papers he sent them. He talked with Forrest Waller and they referred him to DOT and they are ready to send investigator out here.

He has talked to Janice Peterson (Highway Accounting)--said he had a voucher coming from her.

I told him since you were out this week, I would give this info to Scott.

fn

5/6

Copy to Coulter

1187

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
DOT DIRECTOR
APR 15 '81
REFER TO

April 15, 1981

In Reply Refer to
File No. CON 5 #9187

Verret Construction Company
Rt. 2, Box 97
Newberg, OR 97132

Re: Subcontract Work
Mohler Overflow Bridge
Contract No. 9187

Dear Mr. Verret:

The State will pay the prime contractor, F. E. Ward, Inc., for contract work completed in accord with the terms of our contract with their firm. Any obligations between F. E. Ward, Inc., and your firm are properly matters to be resolved between the firms. The State does not desire to, and cannot, interject itself into your agreement with F. E. Ward, Inc.

Therefore, in reference to your recent letter, we will make payment to F. E. Ward, Inc., for all work completed in accord with contract requirements under Bid Item 11, General Excavation. Our records indicate this quantity to be 557.3 cubic yards. If you or the prime contractor wish to review our computations, please submit a request through F. E. Ward, Inc., and a copy will be provided. Our contract payment is limited to the actual quantities of work performed.

We acknowledge that Bid Item 16, Finish Roadbed and Slopes, is substantially complete. The next progress estimate to F. E. Ward, Inc., will include payment for the portion of work actually completed.

In respect to Bid Item 12, Detour Removal, we feel that the quantities stated in our letter of March 13 are correct. Payment to F. E. Ward, Inc., for these quantities will be made pending your submittal of appropriate payroll or subcontract data.

It appears that these matters are not moving toward resolution. If you and the prime contractor would like a meeting in my office to discuss and possibly clarify the situation, please ask F. E. Ward, Inc. to arrange such a meeting. It would probably be helpful for you to bring any data that you wish to discuss.

In reference to your recent phone call, I am not familiar with a Bill in the Legislature regarding construction contract liens.

Very truly yours,

O. B. Jackmond

For C. T. Keasey
Assistant State Highway Engineer

cc: F. B. Klaboe
H. S. Coulter
C. O. Fredrickson
Chet Anderson

ROUTED
H. S. COULTER

April 14 - 9 a.m.

Fred:

Lee Verret called about a reply to his letter. He hasn't sent anything to Washington yet, but he has talked to Forrest Waller (sp?) of the transition team.

Said he had received an insulting letter from Ward--it was a belittlement attempt to settle in Ward's favor.

He asked that you read his letter thoroughly again. There are items that the State is responsible for--not Ward and himself. Said subcontract is completed. Items mentioned are completed. Said there was a definite misunderstanding as to which items are completed and which items are not. He felt that someone has misinformed you as to facts. And he felt you should re-examine the matter.

He said there was a bill before the Legislature that had to do with property liens on contracts and he wondered if that had something to do with what had transpired with them--if it is, he was pleased.

He was going to be away most of the day--just called to see what the status of his letter was and asked that you re-examine everything.

fn

Fred
Construction is
answering
HSC

~~B41-4-7~~

4-8 [illegible]

3/31/81

Dear Fred

Since I have more information to translate to Washington, I am holding their copy of this letter at this time. If you have any further suggestions to resolve this matter in the meantime Please call me -

Sincerely
Lee Hunt

Form FP-135 The Drawing Board, Inc., Box 505, Dallas, Texas

VERRET CONSTRUCTION CO.

GENERAL CONTRACTOR

RT. 2, BOX 97
NEWBERG, OREGON
PHONE 503—538—6189

RECEIVED
STATE HWY ENGR
APR 2 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

March 31,1981

F.B. Klaboe
Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: Mohler Overflow Bridge Contract 9187

Dear Mr. Klaboe:

In answer to your letter dated March 13,in the first paragraph you state we are asking for payment in excess of the Contract. May I correct you. The only excess quantities in intems you list is, Item 12 which exceeds the bid item. The quantities are self correcting in as much as they state payment for ITem 12 shall be truck measurement(quote-203-81). Further detour is already defined in the specifications and drawings. It states the Engineer shall design the detour to meet safty requirements to his satisfaction. Since we, the Contractor are properly backed by the State's own definition of pay for Item 12, it is also clearly defined what is detour removal. In this case quantities go byond the quantities in the bid schedule. Therefore it is the State's responsibility for excess payment on Item 12. Which to correct you again the actual quantity as per tickets signed by your State Inspector are 3972 cubic yards, @$4.00 ea. for a total of $15,888.00.

With respect to Item 11 General Excavation, we performed work which met or exceeded the bid item amount of 875 cubic yards, we were paid only 557.3 cubic yards. All areas of General Excavation were completed; nothing was omitted. We demand full payment for this Item.

As for Item 16, at least a percentage should have been paid if what you say should be fact, which it is not. Your State Inspector accepted slopes and roadbed finishing as complete in front of four witnesses which included the farmer who owns the property at the bridge. The farmer informed the Inspector , in front of witnesses,he was satisfied and wanted nothing more done.

I believe ten days from date of this letter,is enough time to have this matter resoloved. At that time if this has not been done,I will proceed with first, a foreclosure lien on the State property in question which includes the hyway at that location, within the limits of the Contract,to take procession and blockage of the road. The road may be opened upon payment of toll until funds and damages due us are collected.

If necessary we will also file suit against F.[illegible].Ward,Inc.and the State of Oregon.

We also believe the State of Oregon is in vialation of federal regulations regarding subcontracts on this job, due to the fact this was a federally funded job. I am forwarding a copy of this letter with full explanation of the violation and attempted fraud on the part of the State of Oregon, Department of Transportation, to Forest Waller,Transition Team, Washington D.C.

Sincerely,

Deloy J. Verret

VERRET CONSTRUCTION CO.

GENERAL CONTRACTOR

RT. 2. BOX 97
NEWBERG, OREGON
PHONE 503—538—6189

March 20,1981

F.E. Ward, Inc.
P.O. Box 960
Woodland, Washington 98674

Subject: Mohler Ovreflow Bridge Contract # 9187

Attention: F.E. Ward

Gentlemen:

This is to inform you all work on the Mohler Overflow Bridge Sub-Contract,
Items No. 9 - Clearing and Grubing
No. 10- Removal of Structures and Obstructions
No. 11- General Excavation
No. 12- Detour Removal Excavation
No. 13- Topsoil Embankment
No. 14- Granular Embankment
No. 15- Trench Excavation
No. 16- Finishing Roadbed and Slopes
No. 17- Watering
No.- 18- Shale Base
NO. 22- 12-inch Nestable Pipe
and No. 23- Filter Fabric, have been completed as of date 2/4/81, at 1:00 PM. The work was accepted by the State Inspector on the Job. He allowed me to move all of my Equipment off the Job.

We acknowledge your letter dated 2/13/81, but deny the allegations here in.

Sincerely,

President
Verret Construction Co.

cc; Jack L. Sollis
F. B. Klatoe
R. S. Coulter
Chet Anderson
C. T. Keasey
Bob Gormsen

F. E. WARD INC
CONSTRUCTORS

F. E. WARD, INC.

P. O. Box 960, Woodland, Washington 98674

March 13, 1981

Verret Construction Co.
Rt. 2, Box 97
Newberg, Oregon 97132

Subject: Mohler Overflow Bridge

Attention: LeRoy J. Verret,
President

Gentlemen:

As you are aware, the State of Oregon is holding the February pay estimate pending satisfaction of the minimum wage requirements of the contract. One means of satisfying those requirements would be the issuance of a subcontract agreement from you to Jiffy Construction Co. It is understood that Jiffy has already signed a subcontract agreement, which is presently being held up by yourself, presumably as a means to force our firm into ignoring an invoice presented by Mr. Bill Cooper of B. C. Construction Co.

Our position regarding B. C. Construction is, and must continue to be, that whatever problems or liabilities linger as a result of pre-existing arrangements between them and yourself, will not influence our treatment of their claim against this project. Our role as the General Contractor, does not include being the judge and arbitor for differences which have their origins on another project.

Your attention is directed to Article IX, JOB CONDITIONS, of the Subcontract Agreement between our firms, in which it is stated that you, as the Subcontractor, are obligated to submit all reports and/or other submittals which are "required by the Contract between the Owner and the Contractor". Either carrying Jiffy's operator on your payroll, or a subcontract between yourself and Jiffy, have been determined by the Owner to be acceptable. Failure to comply is, according to Article IX, in direct violation of our Subcontract Agreement with remedies as defined in Article X.

The estimate currently being held up includes an additional $4,080.00 for your account. This would produce enough revenue to pay off all known obligations incurred by your firm, and known to the undersigned. That would leave the retainage and the item for finishing roadbed and slopes free and clear to you upon final acceptance. However, lacking your immediate cooperation, action, as outlined in Article X of the Subcontract Agreement will be commenced, which possibly would result in a reduction in your net revenue for this project.

Yours truly,

F. E. WARD, INC.
F. E. Ward, President

March 13, 1981

CON-5

Mr. LeRoy J. Verret
Verret Construction Co.
Route 2, Box 97
Newberg, Oregon 97132

Dear Mr. Verret:

Subcontract Work - Contract 9187
Mohler Overflow Bridge - Necanicum Highway

Your March 9 letter questions the status of payment for bid items 10, 11, 12, and 16. You contend amounts in excess of the contract are due and payable to your firm. Any payments in excess of the contracted unit prices become a matter between your firm and the prime contractor, F. E. Ward, Inc.

Our contract clearly spells out in Section 109.15, "that monies earned by the contractor are not due and payable until the procedures set forth in these specifications...have been carried out."

Payments to date are partial payments as outlined in Section 109.09. We do not guarantee their correctness. See Section 108.01.

With respect to the specific items you listed, we paid the entire contracted $1,000 for bid item 10, "Removal of Structures and Obstructions." However, that item has not been completed inasmuch as disposal of the "Temporary Drainage Structure" listed for removal on Sheet 3A of the plans remains to be done.

Our measure of the actual amount of "General Excavation", bid item 11, performed totals 557.3 cubic yards which, at the contract unit price of $3.00 per cubic yard, totals $1,671.90. You acknowledged payments in that amount. We do not anticipate more than incidental adjustments.

We adjusted our quantities of "Detour Removal Excavation", bid item 12, to reflect the amount of truck measure we could acknowledge. Quantities paid to date total 2720 cubic yards at $4.00 per cubic yard for a total of $10,880. We anticipate payment for approximately another 100 cubic yards when final quantities are determined.

We have not paid any of the $500 bid for item 16, "Finishing Roadbed and Slopes", because possibly that amount of finishing or potential finishing remains, including the waste area and under the old structure. Also, the constructed slopes must be maintained until final completion. See Specifications 222.93 and 104.08. The difference between your subcontract and the remainder on this item is a matter between you and the prime contractor.

We call to your attention that the above is the current estimate of quantities and work remaining and is subject to the Specifications previously cited and 105.18.

Sincerely,

F. B. Klaboe
Director

cc F. E. Ward, Inc.
Post Office Box 960
Woodland, Washington 98674

bc H. S. Coulter
Jack Sollis
Bob Gormsen
C. T. Keasey
C. O. Fredrickson

GW:rgb fn

VERRET CONSTRUCTION CO.

GENERAL CONTRACTOR

Rt. 2, Box 97
Newberg, Oregon
Phone 503—538-6189.

March 9,1980

Mr. Fred Klayboe
State of Oregon
Dept. of Transportation

RE: Molher Overflow Bridge
FAP -NO BRS -131 (2) Contract # 9187

Dear Mr. Klayboe:

This is an explanation of the problem at hand, with payment due Verret Construction Co. by F. E. Ward Construction Co. and the State of Oregon,Dept. of Transportation.

Items 10,11,12,and 16 are due and payable at this time. Ward agrees all these items are due , however the State has not paid all of items 10,11,none of 16 and are holding all of item 12.

Item 10 is removal of Structures and Obstructions. Item 11 is General Excavation. Item 12 is Detour Removal Excavation. Item 16 is Finishing Roadbed and Slopes. The dollar figures are as follows.:

Item	Total	Paid	Due
10	$1,005.00	$603.00	$402.00
11	2,625.00	1,671,90	953.10
12	15,888.00	0.00	15,888.00
16	3,500.00	0.00	3,500.00
Retainage			2,500.37

Joint checks be made to my creditors. I agree as follows:

R.M. Kott	536.00
A.L. Davis Trucking	4,235.00

Jiffy Construction Co.	1,141.60
Layton Sales & Supply	1,137.45
Till-O-Mac Oil Co.	1,304.17
Rhodes Construction Co.	200.00
Total	$ 8,554.22

Revised Total Due Verret Const.	$ 23,243.47
Joint checks to Verret Creditors	8,554.22
3/2/81 Invoice from F.E. Ward	330.19
Balance net due Verret Const.	14,359.06

Ward has informed me that he will give me a joint check for $2900 + written to Verret Construction Co. and Bill Cooper. Ward says he has a bill from Cooper. Since I know Cooper has no paper whatsoever to back this claim, I find it hard to belive the State of Oregon would honor such a claim against Ward. This is the reason Ward is writting a joint check instead of leaving this so called figh between Cooper and myself.

I would ask the State to inform Ward that a bill only, presented to Ward by the claimant, is not sufficient for a claim to the State against Ward or Verret. Further this can only be a Civil matter between Verret Construction Co. and Cooper.

Sincerely,

LeRoy J. Verret President
Verret Construction Co.

DAVE FROHNMAYER
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
HIGHWAY LEGAL
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

NOTED
H. S. COULTER

RECEIVED
STATE HWY [illegible]
[illegible] 13 '81
REFER TO
[illegible]
Info | Inves | R/D | D[illegible] | S[illegible] | Act | File

March 12, 1981

F. E. Ward Construction Co.
P.O. Box 960
Woodland, Wa. 98674

RE: Contract No. 9187, Molher Overflow Bridge

Gentlemen:

The Highway Division has been contacted by Mr. Verret regarding a claim on one bid item by a Mr. Bill Cooper. Mr. Verret has indicated that Mr. Cooper has submitted a bill to you for some work done on this contract.

Mr. Verret has advised the Highway Division that your company has indicated it will make the check payable jointly to him and Mr. Cooper because of Mr. Cooper's claim. He also indicated that your company is concerned that Mr. Coopers's claim would prevent payment by the Highway Division of the other monies due on this contract and would prevent the termination of the performance bond after the job is accepted.

This is to advise you, on behalf of the Highway Division, that the presentation to you by Mr. Cooper of a bill will not in any way affect the Highway Division's processing of payments to you under this contract nor will it in any way prevent final acceptance by the Highway Division and in the due process of time the release of the performance bond.

If you or your legal counsel have any questions concerning this matter, please feel free to call me and discuss the matter. My phone number in Salem is (503) 378-4259.

Sincerely yours,

Jack L. Sollis
Jack L. Sollis
Assistant Attorney General
and Counsel

JLS:ls

cc: F. B. Klaboe
H. S. Coulter
C. O. Fredrickson
Chet Anderson
Bob Gormsen
C. T. Keasey
Verret Construction Co.

#9187

Wausau Insurance Companies
2000 Westwood Drive • Wausau, Wisconsin 54401 • (715) 845-5211

March 9, 1981

Robert W. Gormsen
Commission Services
Oregon Department of Transportation
Highway Division
Post Office Box 1104
Astoria, Oregon 97103

ED O
3/17/81

Principal - F. E. Ward, Incorporated
Bond 2350-05-040909
Obligee - State of Oregon
Description - Mohler Overflow Bridge
FAP Number BRS-131(2)

#9187

EMPLOYERS INSURANCE OF WAUSAU A Mutual Company, as surety, acknowledges receipt of the copy of your letter dated February 25, 1981 addressed to Verret Construction Company.

Enclosed is a copy of the principal's February 23, 1981 response to the claim made by Verret Construction.

Since the principal is responding to the situation, I will simply monitor it and ask that you send copies of any further correspondence to my attention. Please let me know when Verret Construction notifies you that payment has been made.

This letter should not be considered as a waiver or relinquishment of any rights or defenses under the bond.

Judith Rheinschmidt
Judith Rheinschmidt
Surety Claim Examiner
HO 36
Enclosure

EMPLOYERS INSURANCE OF WAUSAU A Mutual Company • EMPLOYERS LIFE INSURANCE COMPANY OF WAUSAU
WAUSAU UNDERWRITERS INSURANCE COMPANY • WORLDWIDE UNDERWRITERS INSURANCE COMPANY • WAUSAU UNDERWRITERS LIFE INSURANCE COMPANY
ILLINOIS EMPLOYERS INSURANCE OF WAUSAU • WAUSAU LIFE INSURANCE COMPANY • WAUSAU COUNTY MUTUAL INSURANCE COMPANY
MANAGEMENT SYSTEMS OF WAUSAU INC • COUNTRYWIDE SERVICES CORPORATION • WAUSAU INTERNATIONAL UNDERWRITERS

F. E. WARD, INC.

P. O. Box 960, Woodland, Washington 98674

February 23, 1981
Serial Letter No. 24

Oregon Department of Transportation
Highway Division
P. O. Box 1104
Astoria, Oregon 97103

Subject: Mohler Overflow Bridge
FAP No. BRS-131(2)

Attention: Chet Anderson,
Resident Engineer

Gentlemen:

The undersigned is in receipt of copies of correspondence originating from the State of Oregon as follows:

Interoffice Memo dated 2/18/81 from C. T. Keasey to Bob Gormsen

Letter dated 2/20/81 from H. S. Coulter to LeRoy J. Verret

Both refer to a claim made by Verret Construction Company against F. E. Ward, Inc. Please be advised that as of the date of this writing, no written demand, claim, billing, or invoice of any nature has been presented by Verret Construction Company to our firm. Be further advised that all payments to Verret Construction Company are current, and payment for work performed in the pay period ending February 5, will be made upon receipt of that payment from the State of Oregon. That payment is currently being held up by the Resident Engineer because of a problem with the certification of wages paid to the operator of equipment rented by Verret Construction Company, and refered to in Mr. H. S. Coulter's letter of February 20.

It is requested that the State of Oregon provide our firm with a copy of the claim reference in Mr. Keasey's memo of February 18.

Yours truly,

F. E. WARD, INC.

F. E. Ward, President

cc: Verret Construction Company
Employers Insurance of Wausau ✓

February 27, 1981
9:45 a.m.

Fred:

Telephone Message from Lee Verret:

He talked to Ward yesterday to get figures to go over whole job. Ward keeps saying to him to get subcontract in to the State and the State can pay him (Ward) and then Ward will go over the figures with Verret and see what he owes him.

Verret said to tell you that he is waiting until Monday noon for his money and if he doesn't get it, he will inform the federal authorities what has happened. He said Federal funds will be cut off until this is settled. He said he was going to use subcontract between Jiffy and himself in talking to federal people in Washington. He also mentioned State needed special legislation to protect subcontractors.

I told him I would give you the message.

Florence

March 7, 1981 Special Progress Est.

Mohler Overflow Bridge Sect Contr. # 9187

Item			
# 12	Detour Removal Excavation	1,020 c.y.	$4,080.00
# 24	Guard Rail, Type 2	325 lin.ft.	6,500.00
# 25	" " , Type 3	100 lin.ft.	3,500.00
# 26	Guard Rail Anchors, Type 1	3 Ea.	1,200.00
# 27	" " " , Type 2	1 Ea.	450.00
# 29	Rail End Pieces, Type C	3 Ea.	300.00
# 30	Special Fence	407.5 lin.ft.	1,018.75
			$17,048.75
			− 4,080
			$12,968.75

7

L.

STATE OF OREGON

INTEROFFICE MEMO

FILE: CON 5 #9187

TO: C. O. Fredrickson
Region Engineer

DATE: February 26, 1981

FROM: C. T. Keasey CT Keasey
Assistant State Highway Engineer

NOTED
H. S. COULTER

SUBJECT: Mohler Overflow Bridge Section
Contract No. 9187

Attached for your information is an opinion from Chief Counsel Jack Sollis regarding the method of measurement for the bid item "Detour Removal Excavation" on the subject contract.

Please be guided by this opinion.

CTK:fr

Att.

cc: H. S. Coulter
Chet Anderson
Jack Sullivan

[illegible]
STATE HWY ENGR
FEB 26 '81
REFER TO
FOR
Info [illegible] [illegible] [illegible] Sign Act File

STATE OF OREGON INTER-OFFICE MEMO

TO: C. T. Keasey
Assistant State Highway Engineer

DATE: February 24, 1981

FROM: Jack L. Sollis
Assistant Attorney General and Counsel

SUBJECT: Contract No. 9187 Mohler Overflow Bridge Section

I have reviewed the special provisions of this contract relating to detour excavation, and have the following comments:

The language of the special provisions in 203.06 in the second paragraph make it clear that the detour removal excavation shall comprise all pay excavation of materials required to remove the "detour granular embankment."

In paragraph 203.81 relating to measurement, the special provisions provide "... granular embankment material will be measured by the cubic yard in the hauling vehicle as set forth in subsection 109.01(d) ..."

It is my opinion that in reviewing these special provisions, the Highway Division is obligated to pay for the excavation of the detour material by truck measure.

JLS:ls

1 Keasey K
2 Jackmond
Hopkins
Williams
Johnson
Glenn

RECEIVED
FEB 25 1981
CONSTRUCTION BRANCH

Richards
Berg
Inlees
Widmer
Gebauer
Church

#7147

CON

February 26, 1981

The Honorable Dell Isham
State Senator
S-203 State Capitol
Salem, OR 97310

Dear Dell:

Thank you for bringing to our attention the problems with the Mohler Overflow Bridge on Highway 53.

We are aware of the problem and our Design Section has been working on a modification which we believe will satisfactorily correct the problem.

Please let me know if you have any questions or if I can be of further help to you.

Sincerely,

H. S. Coulter
State Highway Engineer

DRW:rgb HSC:lb

bc C. O. Fredrickson
Eldon Everton
Chet Anderson

OREGON STATE SENATE
STATE CAPITOL
SALEM 97310

3231 W DEVILS LAKE ROAD
LINCOLN CITY, OREGON 97367

SENATOR DELL ISHAM
DISTRICT 2
MAJORITY LEADER
(503) 378-8173

February 17, 1981

Mr. Scott Coulter
Highway Division
Department of Transportation

Dear Scott:

It has recently been brought to my attention that the Mohler overflow bridge on Highway 53 has been replaced, but it has now caused some complications for the county road that intersects at the end of the bridge.

The new bridge is longer than the old one and has made it impossible for school buses to turn from the county road on Highway 53. This has caused some traffic hazard, as well as encouraging the bus driver to drive across private property -- which has been objected to by the adjacent business owner. The bus turning difficulty was a recent subject of discussion at the Neah-Kah-Nie School Board meeting.

I am not sure what would be necessary to correct this situation, but you may want to get in touch with the school superintendent and see if there is a means of working out this problem.

I realize the bridge needed replacement, and this improvement of Highway 53 is appreciated, but often these unforseen problems occur and are understandable.

Thank you for your consideration.

RECEIVED
STATE HWY [illegible]

Sincerely,

Dell

DELL ISHAM
State Senator

DI:b

February 25
11 a.m.

Mr. Klaboe:

Telephone message from Lee Verret 538-6189

Mr. Verret had just talked to Bob Gormsen and says he was insulting to him. He asked Gormsen to transfer his call to Coulter and Gormsen refused.

He alleged that Gormsen had given him the wrong name of the bonding company for F. E. Ward. Gormsen had provided him with Corronon and Black, 1600 S. W. 4th, Portland, 224-4155 and Mr. Verret called them and they knew nothing about the Ward contract.

Mr. Verret mentioned he had a letter which showed the name of Employees Insurance of Warsaw at the bottom (I assume he is talking about a carbon copy).

He wants a round-table discussion between Klaboe and Ward. He contends he can't get information out of Ward.

He said he had signed subcontracts with Jiffy Construction which were typed in Inloes office and he is going to keep contracts and is going to make Federal Government aware that they are due.

What he wants now is the correct bonding company's name so that he can call them. Then, if this isn't settled by Friday, he wants a meeting with Klaboe and Ward.

Florence

[illegible]

75547

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NORMA PAULUS
SECRETARY OF STATE

February 25, 1981

IN REPLY REFER TO
FILE NO.:
CON 5
#9187

Verret Construction Company
Route 2, Box 97
Newberg, OR 97132

Re: Mohler Overflow Bridge
Necanicum Highway
Tillamook County

Gentlemen:

This will acknowledge your recent letter in regard to the F. E. Ward, Inc., Contract No. 9187. Your letter is considered to be a Notice of Claim under Oregon Law. The amount of the claim for work performed appears to be $24,272.67.

Employers Insurance of Wausau furnished the performance bond on this contract. We will advise them and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing. Under Oregon law, this filing with the Secretary of State will protect your claim under the bond.

Please advise this office when payment has been received.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

3-30-81 dme

cc: F. E. Ward, Inc.
P. O. Box 960
Woodland, WA 98674

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

CTK·fr ia
bc W. Gormsen
C. T. Keasey
C. O. Fredrickson

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 20, 1981

In Reply Refer to
File No.:

Re Contract 9187

LeRoy J. Verret
Verret Construction Company
Route 2 Box 97
Newberg, OR 97132

Dear Mr. Verret:

As you were informed at our meeting in my office this morning, we have determined that the measurement of quantities for Item No. 12, Detour Removal Excavation, will be made by measurement in the hauling vehicles rather than by cross-section measure.

Further investigation of the problem with Jiffy Construction Company discloses that the equipment was apparently not operated by the owner and therefore Jiffy Construction Company is a sub-subcontractor. It will be necessary to submit a sub-subcontract through the Resident Engineer, attaching thereto a copy of PR 1273 Form (Required Contract Provisions, Federal-aid Construction Contracts) and the "Contract Minimum Wage Schedule." Enclosed are copies you may wish to use.

A copy of the portions of the U.S. Department of Transportation Labor Compliance Manual defining and explaining the owner-operator concept is also attached for your information.

It will not be necessary to furnish any of the Minority Business Enterprise Certification or Solicitation since they apply only to first tier subcontracts.

I have not addressed the specific items in the letter you handed me today other than the method of pay for Item No. 12 as mentioned above.

The matter of payments from F. E. Ward, Inc., to you for work accomplished should be handled in accordance with the terms of your subcontract agreement. The claim information you left with us on your previous visit is being filed with Mr. Ward's bonding company and we will not release his bond until all bills and claims have been satisfied. By sending him a copy of this letter, Mr. Ward will be aware of your concerns and we feel confident he will take the proper action.

Sincerely,

H. S. Coulter
State Highway Engineer

Att.

cc F. E. Ward

Form 734-3122

VERRET CONSTRUCTION CO.

GENERAL CONTRACTOR

RT. 2, BOX 97
NEWBERG, OREGON

PHONE 503—538—4362

2-23-81 - In the conversation with Verret's office
a few days ago I advised them of
Oregon law relating to claims - pointing out that
they may file a notice of claim stating
contract # - the
type of work - amount due -
and send it to us. We would file it
with secretary of state's office and send
identical copies to prime contractor + surety
-RWG

Dept. of Transportation
State of Oregon

RE; Molher Overflow Bridge
FAP-NO BRS- 131 (2) Contract# 9187

Dear Sir

The followinf Items were brought to the attention of Mr. Coulter on 2/17/81, which was passed on to Robert Gormsen.Mr.Gormsen informed me by phone call, which was recorded, that he had no power to attack the matter. Further the subject of Item # 12, which is the major hold up, and an item in dispute as to method of pay on the part of the State of Oregon.This was carefully not mentioned.

I see no point in pursing this matter at a lower level since the problem originated at a lower level.

Money due Verret Construction Co is as follows from work performed on the Mohler Overflow Bridge job;

Item 10.Total $1005.00 Paid $603.00 Due $402.00
Item11 Total $2625.00 Paid $1671.90 Due $953.10
Item 16 Total $3500.00 Paid 0 Due$3500.00
Item17 Paid 0 due $25.00
Item12 Original $7600 Paid 0 Due by measure and state inspector signed tickets 3972 Cu. Yds. @ $4.00 ea.=$15,888.00

Thisis a federall funded job, if nessary, I will bring in the federal authorities.

In conclusion I make demand on the State of Oregon for payment of $ 24,272,67, which by the payment bond to the State of Oregon by F.E. Ward, the State of Oregon is equally responsible for Mr. Ward paying the bills he incurred on this job.

Sincerly

LeRoy J. Verret President
Verret Construction Co.

VERRET CONSTRUCTION CO.

GENERAL CONTRACTOR

RT. 2. BOX 97
NEWBERG, OREGON
PHONE 503—538—6189

2/17/81

Scott Coulter
Department of Transportation
State Highway Division

RE: Mohler Overflow Bridge Sub-Contract
FAP NO BRS - 131(2) Contract # 9187

Dear Mr. Coulter

This letter is to act as a claim for payment for work performed by Verret Construction Co. on the Mohler Overflow Bridge Job, Contract# 9187, as Sub-Contractor to F.L.Ward Construction Co., and approved by the Department of Transportation.

Verret Construction Company's contract was completed with diligence and ahead of schedule as set forth by the Department of Transportation. All Verret Construction Co's work has been approved by the State as complete and satisfactory as of 2/4/81.

We now make demand that F.L.Ward's monies for pay period ending 2/5/81 be with held until we Verret Construction Co. have been paid in full. We would remind you that the State is equally liable for payment, as per the payment bond required by the State.

The State of Oregon will be held in violation of their own law, should F.L.Ward be paid prior to Ward paying their bills with regard to this Contract.

Sincerely
LeRoy Verret
LeRoy J. Verret President
Verret Construction Co.

F.E. WARD INC
CONSTRUCTORS

F. E. WARD, INC.

November 21, 1980

Verret Construction Co.

Following is a breakdown of your progress payments:

Bid item	Description	Quanity to date	Unit price	Amount
9	Clear & grubb	100%	3000.00	3000.00
10	Remove structure	60%	1005.00	603.00
11	General excavation	557.3cy	3.00	1671.90
13	Topsoil embankment	628cy	4.00	2512.00
14	Granular Embankment	4436cy	6.00	26616.00
15	Trench Embankment	293cy	2.90	849.70
18	Shale base	294cy	6.00	1764.00
22	12"Nestable pipe	90lf	13.75	1237.50
23	Filter fabric	3266.7sy	1.25	4083.38

TOTAL GROSS AMOUNT TO DATE	$42,337.48
Less 5% retainage	2,116.87
Net earned to date	40,220.61
Less previous payment	26,720.22
Sub total	13,500.39
Less joint checks this period	8,720.92
TOTAL DUE	4,779.47

VERRET CONSTRUCTION CO.
Estimate No. 1

Bid Item	Description	Qty to date	Unit Price	Total
9	Clearing and Grubbing	95%	3,000.00	2,850.00
11	General Excavation	100CY	3.00	300.00
13	Topsoil Embankment	628CY	4.00	2,512.00
14	Granular Embankment	2,544CY	6.00	15,264.00
15	Trench Excavation	26.4CY	2.90	76.56
18	Shale Base	294CY	6.00	1,764.00
22	12-Inch Nestable Pipe	90LF	13.75	1,237.50
23	Filter Fabric	3,000SY	1.25	3,750.00

Total Contract Items	27,754.06
5% Retainage	1,387.70
Net Amount Earned	26,366.36

Summary of Payments made
by F. E. Ward, Inc. on behalf of Verret Construction Co.

Check No.	Date	Payee	Amount
513	10/3/80	Verret Const. Co. & Oregon Culvert Co.	537.60
514	10/3/80	Verret Const. Co. & Bresco	2,200.00
515	10/3/80	Verret Const. Co. & Masons Supply Co.	2,170.00
501	10/3/80	Verret Const. Co. (Payroll Advance)	934.48
509	10/10/80	Verret Const. Co. (Payroll Advance)	1,677.68
529	10/14/80	Verret Const. Co. & Armco	1,164.80
543	10/22/80	Verret Const. Co. & Mohler Sand & Gravel	8,691.00
544	10/22/80	Verret Const. Co. & Till-O-Mac Oil Co.	383.16
545	10/22/80	Verret Const. Co. & Nehalem River Dredging	955.50
*552	10/27/80	Verret Const. Co. & Jiffy Const. Co.	896.00
553	10/28/80	Verret Const. Co. & A. E. Davis Trucking	5,610.00
541	10/23/80	Verret Const. Co. (Payroll Advance)	1,500.00

Total Payments Made	26,720.22
Payments to date exceed amount earned by	353.86

* Check enclosed - Please forward to Jiffy. Should you negotiate more favorable terms, have Jiffy make a refund.

Storm

10 $402.00

11. $953.10

16 -$3500.00

17. 25.00

12 $ 15,888

Retainage $3504.57

Total 24,272.67

Less	4235.00	Davis
	1141.60	Jiffy
	1304.17	Liebel
	260.00	Rhodes
	1137.45	Tupton
	$ 8018.22	

net $16,254.45

[illegible]

[illegible]

[illegible]

THE [illegible] Oregon State Highway Department [illegible] Highway 53 so [illegible] Junction once [illegible]

The Neah-Kah-[illegible] Tideland [illegible]

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
OFFICE OF THE DISTRICT ENGINEER
P. O. BOX 686
ASTORIA, OREGON 97103

In Reply Refer to
File No

February 11, 1981

Representative Paul A. Hanneman
House Minority Leader
House of Representatives
Room H-395
State Capitol
Salem, Oregon 97310

Dear Representative Hanneman:

The State Highway Division is aware of the problems that the school buses have encountered in making the right turn from the Necanicum Highway to Tideland Road at the South end of the Mohler Overflow structure.

Field engineering crews have already gathered data in the field so that a study can be conducted to determine what modifications can be made to solve this problem.

There will be a concerted effort on the part of the Oregon State Highway Division to attempt to make the necessary corrections before the current bridge contract is completed.

Very truly yours,

Eldon L. Everton

Eldon L. Everton
District Engineer

cc: Fred B. Klaboe
Chuck Fredrickson

RECEIVED
STATE HWY ENGR
FEB 12 '81
REFER TO

FEB 12 '81

Form 734-3122

#7187

Room H-395
State Capitol

Phone:
378-877.

House Minority Office
House of Representatives
Salem, Oregon
97310

February 5, 1981

Mr. Eldon Everton
350 S.W. Marine Drive
Astoria, OR 97103

Dear Eldon,

I have received a strong citizen complaint from a person who drives a school bus in Tillamook County. Apparently the reconstruction of the Mohler Overflow Bridge has not provided sufficient clearance for a bus to turn onto Tideland Road.

As I understand, the work on the bridge is still in progress. Can modifications still be made at that location?

Sincerely,

Paul Hanneman

Paul A. Hanneman
House Minority Leader

cc: Fred B. Klaboe
Margaret Olsen

PAH:jb

RECEIVED
STATE HWY ENGR
FEB 11 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
FEB 11 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

CON 5

DATE: September 30, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Hwy. Engr.

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
BRS-131(2)

Contract 9187, Work Started September 22, 1980

Project Mohler Overflow Bridge

Highway Necanicum

County Tillamook

RDC:mk

cc: R. D. Church

9187

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BRS-131(2)
Revised Project Category Request
Mohler Overflow #1371
Necanicum Highway

Date: August 20, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

NOTED
E. S. HUNTER

The subject project category request submitted with your August 6, 1980, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category requests will be subject to future reviews at the appropriate stage during project development.

Original Signed By
R. V. RIEDL
Environmental Coordinator
Engineer

G. L. Green

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg 2)

RECEIVED
TECHNICAL SERVICES
AUG 21 '80
REFER TO
FOR
Info Inve R/D

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Administrator FHWA - Oregon Division	**PROGRAM NO.**	**FEDERAL AID PROJECT NO.** RS-131(2)
		STATE PROJECT NO. See below
		COUNTY NAME Tillamook
	ITEM NO. 80362	**PROGRAM STAGE** *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 20 '80
REFER TO
FOR

7-20

DATE PS&E APPROVED 7/28/80	**DATE AUTHORIZATION EFFECTIVE** 8/6/80	**FEDERAL ROUTE NUMBER** Secondary 131 **STATE ROUTE NUMBER** Primary 46

GENERAL LOCATION:

Mohler Overflow Bridge

GENERAL DESCRIPTION OF WORK:

Advertise for Bids

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I accept the certification of Mr. Rod Henry dated 7/28/80 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

DATE 8/6/80	**SIGNATURE OF APPROVING OFFICIAL**	**TITLE** for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975 631-855

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H. S. COULTER

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Mohler Overflow Bridge

DATE: 8/5/80

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
AUG 7 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ttachment

c: G.L. GREEN
H.S. COULTER ✓
F.E. TERPIN
J.B. BOYD
J.H. VERSTEEG
GARY POTTER
W.J. HART
AERONAUTICS DIVISION
B.L. GIFFORD
EG. 2 ENGR.: C.O. FREDRICKSO
IST. 1 ENGR.: E.L. EVERTON

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8007 2 490

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-95.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
JUL 1 0 1980
DIVISION OF STATE LANDS

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

P N R S STATE REVIEW

Project #: 8007 2 490 Due Date: AUG 0 1 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
BRS - 131(2)

STATE PROJECT NO.
See below

COUNTY NAME
Tillamook

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

PROGRAM NO.

ITEM NO.
80362

FROM:
G. L. Green, Division Administrator
FHWA Salem, Oregon

TO:

Mr. H. S. Coulter, State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 30 '80
REFER TO
Mackenzy
7-30
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
July 28, 1980	7/28/80	Secondary 131 Primary 46

GENERAL LOCATION:

Mohler Overflow Bridge

GENERAL DESCRIPTION OF WORK:

One Structure

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-8-80, you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $710,000 Federal funds $568,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-28-80	G K [illegible]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-918

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 8, 1980

In Reply Refer to
File No.: PRO 6

TO Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental
Council
P.O. Box 488
Cannon Beach, OR 97110

D E Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 1
Section: Mohler Overflow Bridge
Highway: Necanicum OR-53
County: Tillamook

Noted H. S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 8, 1980.

BLG:dmc
Attachments

cc:
G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg (3)
Gary Potter
W. J. Hart
Reg. 2 Engr: C.O. Fredrickson
Dis. 1 Engr: E.L. Everton
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUL - 9 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Mohler Overflow Bridge			
11	12] PROJECT LOCATION—CITY Necanicum OR-53	PROJECT LOCATION—COUNTY Tillamook	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 An accident requires expediting this project.

06 12] This project is proposed to replace the existing structure and improve the [71

07 12] vertical alignment. The project is approx. 1200 feet in length from [71

08 12] M.P. 17.85 to M.P. 17.97. [71

09 12] O'Flow is not considered navigable. [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	568,000	----	142,000	----	----	710,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: July 8, 1980

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 July	43] DAY [44 8	45] YEAR [46 1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: July 8, 1980

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

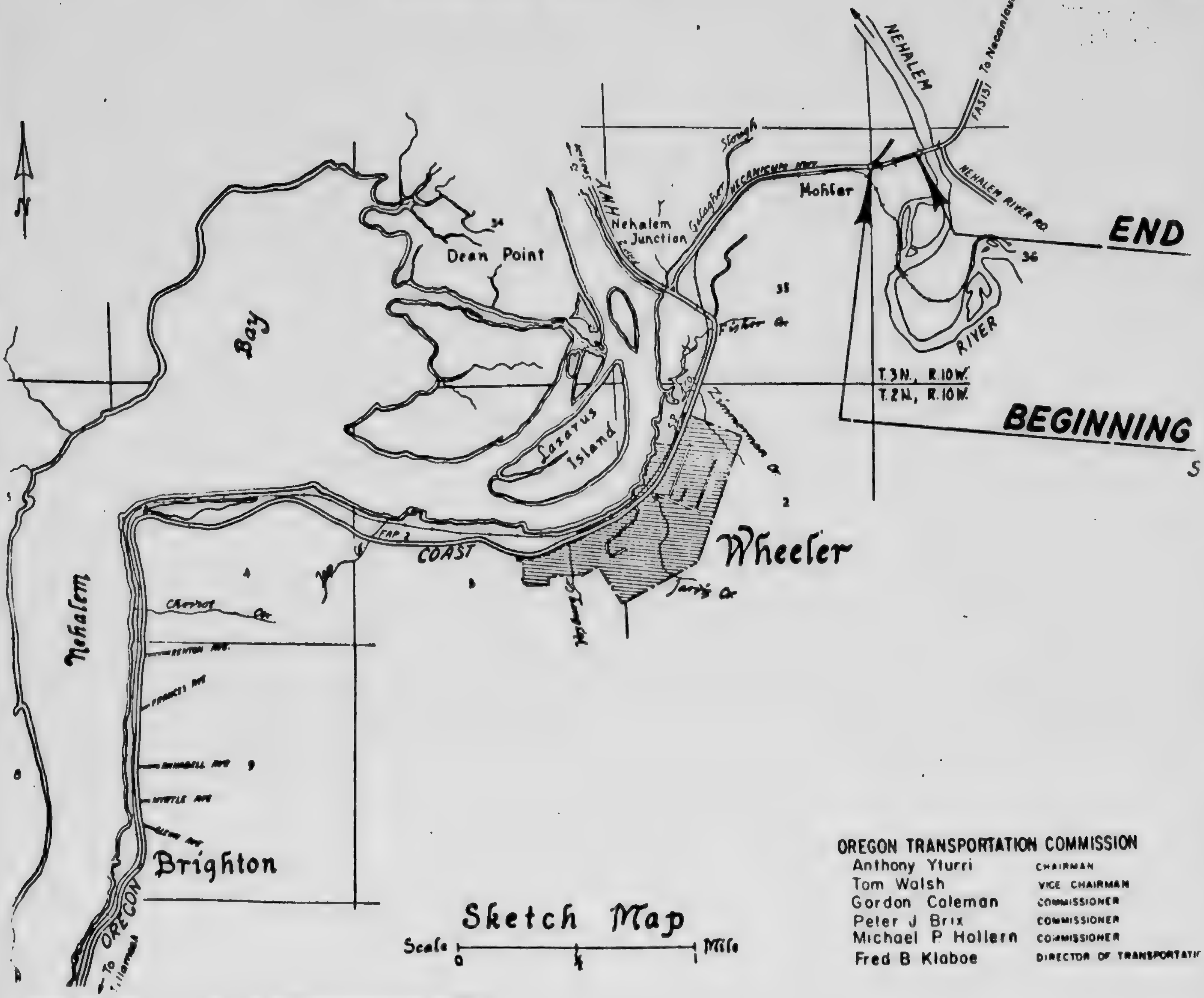
PRELIMINARY CO
DEC 19 1979
SUBJECT TO CHAN
FINAL DESIGN UNIT

PLANS FOR PROPOSED PROJECT

MOHLER OVERFLOW BRIDGE SEC.

NECANICUM HIGHWAY

TILLAMOOK COUNTY


N
To Necanicum
NEHALEM
FAS151
Slough
NECANICUM HWY
Gallagher
Mohler
Nehalem Junction
34
Dean Point
Bay
35
36
Fisher Cr
END
NEHALEM RIVER RD
RIVER
T.3N., R.10W.
T.2N., R.10W.
BEGINNING
Lazarus Island
Zimmerman Cr
FAP 2
COAST
Wheeler
Nehalem
Brighton
OREGON
To Tillamook
Sketch Map
Scale 0 ½ Mile

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Michael P Hollern	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATI

46

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/7/80
Donald L Rout

July 31, 1980 Bid Letting ________ All Clear Deadline

SECTION Mohler Overflow
Highway Necanicum
County Tillamook Region 2
Type of Work Replace Str. Funds HBR
State ___ Consultant ___ Plans Avail. ___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☐	☒	☐	☐	☒	Non-major FHPM 7-7-2 para 10e
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	Overflow area - usually dry
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

April 14, 1980

ACC 2-5

The Honorable Robert B. Duncan
Member of Congress
2447 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Duncan:

In our April 10 conversation, I promised to send you some specific information as to the impact of the obligation ceiling imposed by the Federal Highway Administration on our highway program.

We have been given a limit of $25.102 million against which to obligate work between now and October 1, 1980. As a result, we have had to review our proposed contracting and remove approximately $25 million of work from our schedule.

In some respect, we are fortunate in that we have approximately $15 million worth of work previously obligated that is no longer appropriate to proceed with during this time period, so we can "de-obligate" the $15 million worth and apply it to projects that are on our schedule. Had this not been the case, we would have had to defer an additional $15 million worth of projects.

The following is a listing of the larger more significant projects deferred:

N. Jefferson Interchange - N. Albany Interchange Interstate 5 - Safety, N. Bnd.	$ 4,000,000
Cannon Beach Jct. - Necanicum Sunset, Clatsop Co., Overlay-Widen-Sign	$ 3,043,000
Hackett Drive - Crescent The Dalles-California, Klamath Co., Overlay	$ 2,000,000
S. Canfield Interchange E. Portland Fwy. - I-205, Multnomah Co., SE & NE Streets	$ 4,390,000

S. Banfield Interchange (Phase 2) E. Portland Fwy. - I-205, Multnomah Co., C-P-Sign	$ 7,100,000
[illegible] Neahkahnie, Tillamook County	$ 75[illegible]
Deer Creek Bridge, [illegible], Douglas Co.	$ [illegible]
Geary Canal Bridge, Lake of the Woods, Klamath County	$ 550,000
Powers Wayside Section, Powers, Coos County	$ 1,[illegible]
Total	$[illegible]3,1[illegible]

The above all represent needed and important improvements to the system and jobs for which we have sufficient Federal funds apportioned. The largest consequence of this impoundment is a delay in opening I-205 from a scheduled December 1982 to about August 1983.

Sincerely,

F. B. Klaboe
Director

cc: The Honorable Victor Atiyeh
Oregon Transportation Commission

bc Ron Linton
bc: H. S. Coulter

LWR:pf jv

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

April 11, 1980

In Reply Refer to
File No.: ACC 9-5

Mr. Noel Klein, Sr. Staff Associate
League of Oregon Cities
P.O. Box 928
Salem, Oregon 97301

Mr. William Penhollow, Exec. Assistant
Association of Oregon Counties
P.O. Box 2051
Salem, Oregon 97308

SUBJECT: Impact of Federal Spending Cuts in the Highway Program

Gentlemen:

You have all heard or read about various actions undertaken by the Federal Government apparently intended to balance the Federal Budget and/or reduce the outflow of dollars to fight inflation.

So far we have determined the impact on the Oregon highway program will be a reduction in projects proposed to contract between now and October 1 of approximately $25 million.

The following are the larger, more significant projects, we have deferred:

N. Jefferson Interchange - N. Albany Interchange Interstate 5 - Safety, N. Bnd.	$4,000,000
Cannon Beach Jct. - Necanicum Sunset, Clatsop County, Overlay-Widen-Sign	$3,043,000
Hackett Drive - Crescent The Dalles-California, Klamath Co., Overlay	$2,006,000
S. Banfield Interchange E. Portland Freeway, Multnomah Co.,SW & NW Sts.	$4,090,000
S. Banfield Interchange (Phase 2) E. Portland Freeway, Multnomah Co., G-P-Sign	$7,100,000
Mohler O'Flow, Necanicum, Tillamook County	$ 750,000
Dean Creek Bridge, Umpqua, Douglas County	$ 580,000
Geary Canal Bridge, Lake of the Woods, Klamath County	$ 550,000
Powers Wayside Section, Powers, Coos County	$1,066,000

Form 734-3122

Barring any further Federal restrictions or fund shortage, we anticipate that we will be able to contract as previously scheduled our remaining work and the local projects such as Federal Aid Urban Projects and the County Federal Aid Secondary Projects.

We have been advised to expect Federal restrictions on the amount of work that we can contract during the next Federal Fiscal Year (October 1, 1980 - September 30, 1981). However, we do not know at this time the extent of these restrictions or their impact on our planned program.

We will keep you advised of any significant further changes as they occur.

Sincerely,

L. W. Rulien
Executive Assistant to
  State Highway Engineer

LWR:pf

cc: AGC, Portland
  American Public Works Association
  All Cities
  All Counties
  Branch and Section Heads
  Region Engineers

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project RS-131(1)
Mohler Overflow Bridge
Necanicum Highway
Mandatory Disposal Site

Date: February 26, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer

Approval is given to designate the disposal site discussed in Mr. G. Wimer's February 22, 1980 letter as a mandatory disposal site for the estimated 3,000 cubic yards of waste material generated by the subject project.

G. K. [illegible]
fr G. L. Green

cc:
Region II (G W Wimer)

RECEIVED
STATE HWY ENGR
FEB 28 '80
REFER TO
[illegible]
FOR

Info	Inves	R/D	/R	Sign	Act	File
✓						

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. R 31(1)
STATE PROJECT NO. See below
PROGRAM NO.
COUNTY NAME Tillamook
ITEM NO. 80362
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, OR

TO:
Mr. H. S. Coulter,
State Highway Engineer
Salem, OR

1-16
Orig

RECEIVED
STATE HWY ENGR
JAN 16 '80
REFER TO
Moehring
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

DATE PS&E APPROVED
DATE AUTHORIZATION EFFECTIVE 1-14-80
FEDERAL ROUTE NUMBER Secondary 131
STATE ROUTE NUMBER Primary 46

GENERAL LOCATION:
Mohler O-Flow Bridge Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) Program Change - See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12-21-79 I approve the revised Preliminary Engineering costs to a TEC of $34,500 with Federal participation limited to $29,585.

(Increase TEC $9,300 - F.F. $7,975)

DATE 1-14-80
SIGNATURE OF APPROVING OFFICIAL G. K. Hessner
TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-018

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
Br 1371A

January 11, 1980

TO Glen L. Green
Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM Walter J. Hart
Bridge Engineer

SUBJECT Preliminary Plan Submittal
Mohler Overflow Bridge
Necanicum Highway, FAS
Bridge 1371A

Enclosed are two reduced prints of drawings 34882 and 34605, Preliminary Plan and Elevation and Vicinity Map for the subject structure. A 231-foot long, five-span, 18-inch deep prestressed slab bridge with 31-foot 5-inch roadway is planned for this location. A 57-foot long, single span with a long fill was also considered.

The longer structure was chosen over the shorter alternate because of the problems associated with fill settlement. Our Soils Engineer estimates that there could be up to three feet of subsidence in the new fill. See attached copy of letter of September 11, 1979 from F. W. Yarbrough.

Our Region Location Engineer has expressed concern over maintenance cost and liability connected with fill subsidence. See letter of October 8, 1979 from Loren A. Weber.

Estimated total costs for the five-span and one-span alternates, including grading and etour costs, are $589,000 and $487,000 respectively.

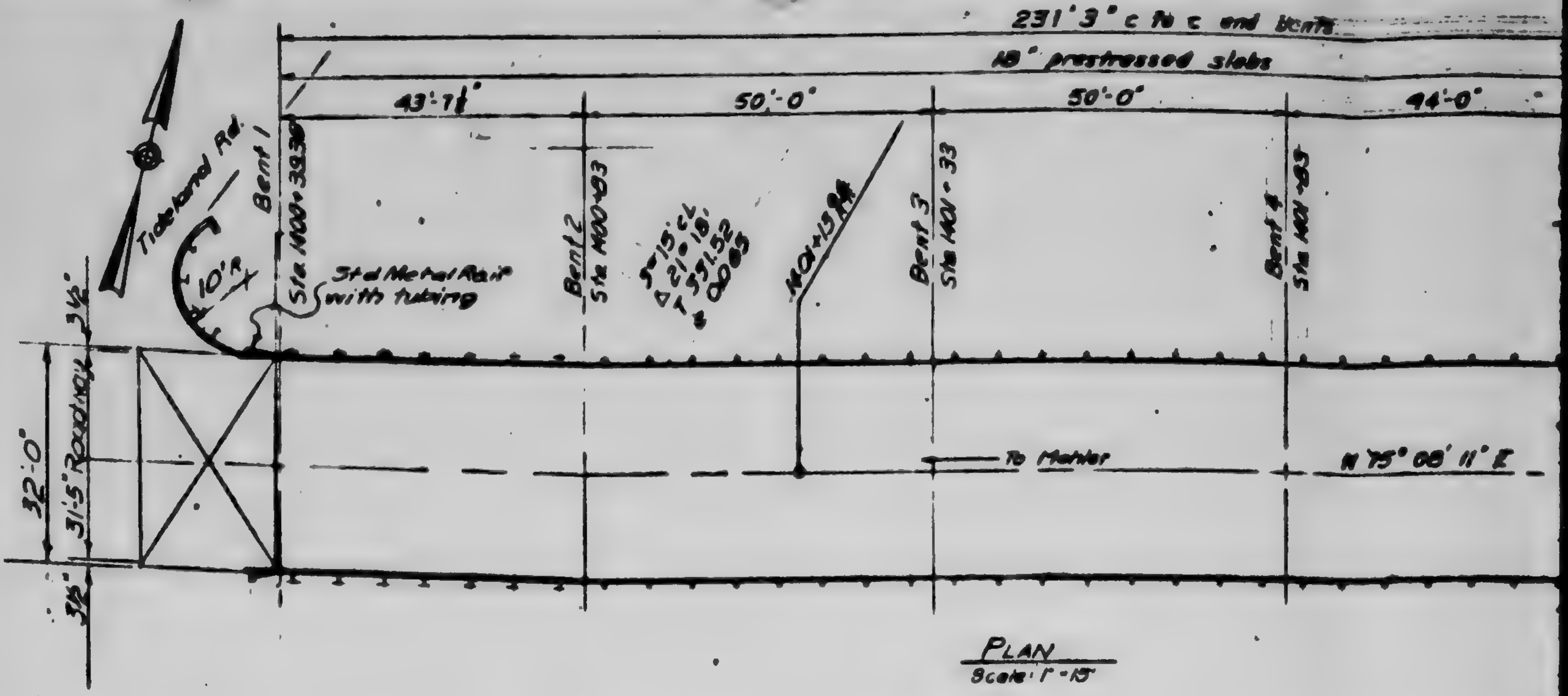
Two copies of the Foundation Report are also attached.

Enclosures

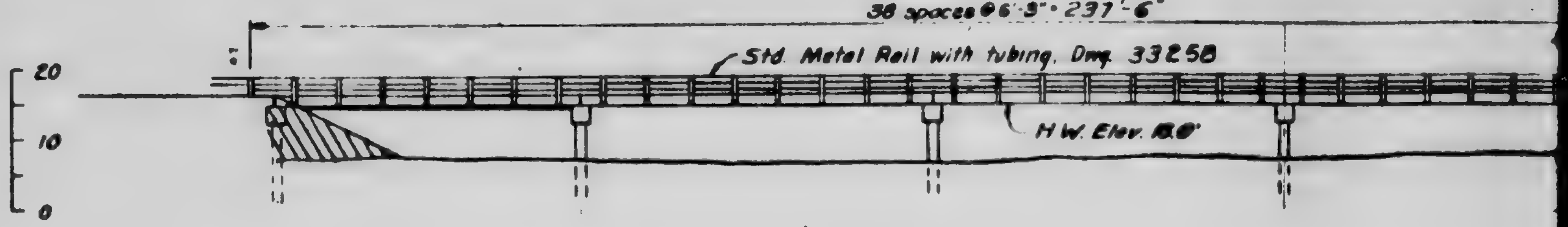
cc /w/ encls.
E. S. Hunter
D. H. Moehring
C. O. Fredrickson
Gary Potter
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
JAN 11 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

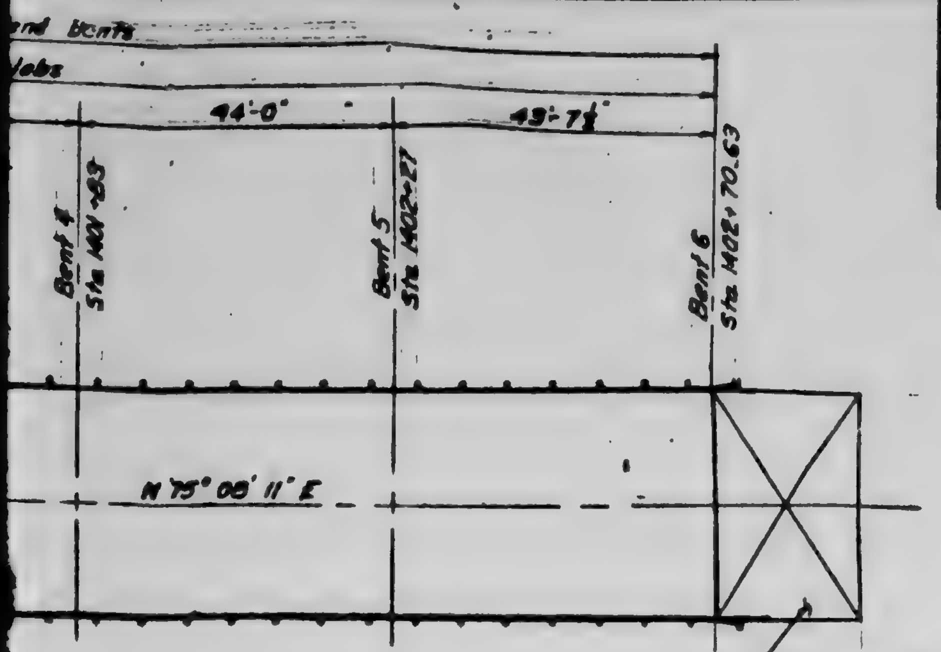
Form 734-3122


231' 3" c to c end bents
18" prestressed slabs
43'-7½"
50'-0"
50'-0"
44'-0"
Tideland Rd.
10'R
Bent 1
Sta 1400+39.38
Std Metal Rail with tubing
Bent 2
Sta 1400+83
Δ=15° CL
Δ 21° 18'
T 331.52
& 00.83
1401+13.84
Bent 3
Sta 1401+33
Bent 4
Sta 1401+83
3½"
32'-0"
31'-5" Roadway
3½"
To Mahler
N 75° 08' 11" E

PLAN
Scale 1"=15'

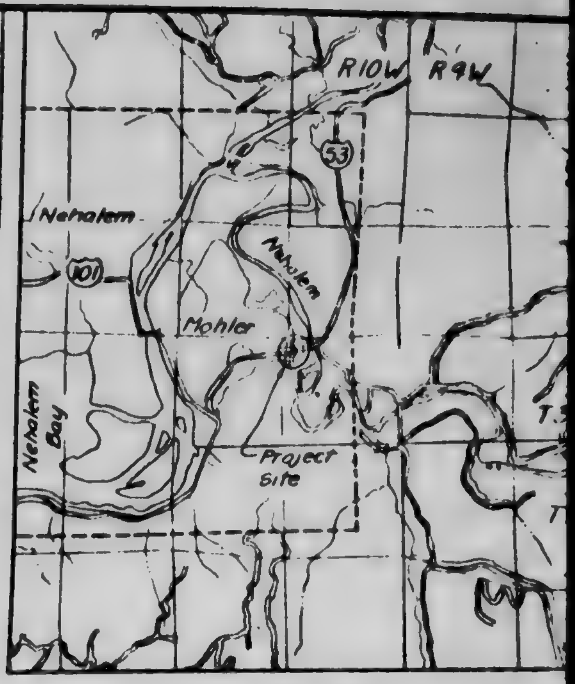

38 spaces @ 6'-3" = 237'-6"
Std. Metal Rail with tubing, Dwg. 33258
H.W. Elev. 13.0'
20
10
0

ELEVATION
Scale 1"=15'

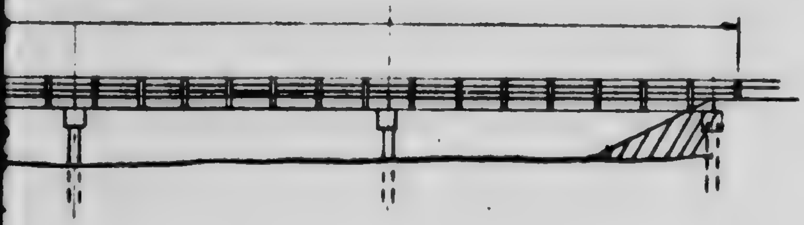

end Bents
labs
44'-0"
43'-7½"
Bent 4 Sta M01+83
Bent 5 Sta M02+27
Bent 6 Sta M02+70.63
N 75° 00' 11" E

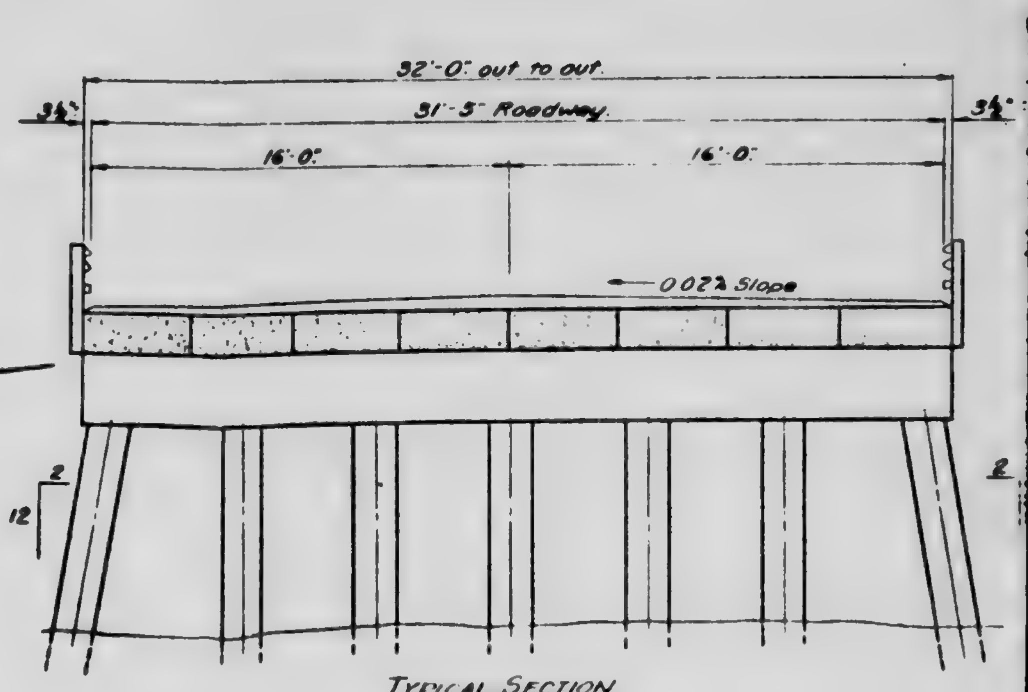
Reinforced concrete end panel Dwg. 2070

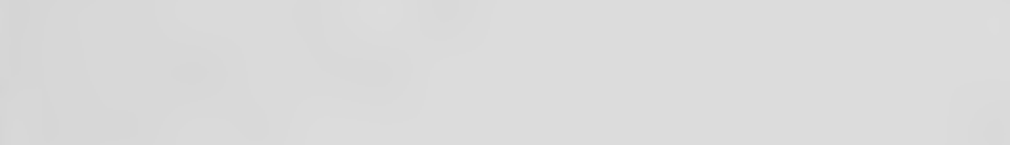
HYDRAULIC DATA	Design Flood	Int. Regional Flood
Discharge, cfs	460	460
Frequency, yrs	100	100
H.W. Elevation, Ft.	15.0	15.0
Ave. Velocity, fps.	3.0-3.5	3.0-3.5


R10W
R9W
53
Nehalem
101
Nehalem
Mohler
Nehalem Bay
Project Site

VICINITY MAP
No Scale




32'-0" out to out
3½"
31'-5" Roadway
3½"
16'-0"
16'-0"
0.02% Slope
2
12
2


0.00%
℄ El. 16.40± (match existing)

GRADE LINE
No Scale

TYPICAL SECTION
Scale ¼"=1'-0"

APPROVED. P.E
STRUCTURAL DESIGN ENGINEER
P.E
TECHNICAL SERVICES ENGINEER
DESIGNED. HOW
DRAWN. HOW & C Wallen
CHECKED.
REVIEWED. [redacted]
REVIEWED
CALC BOOK

DATE	REVISION

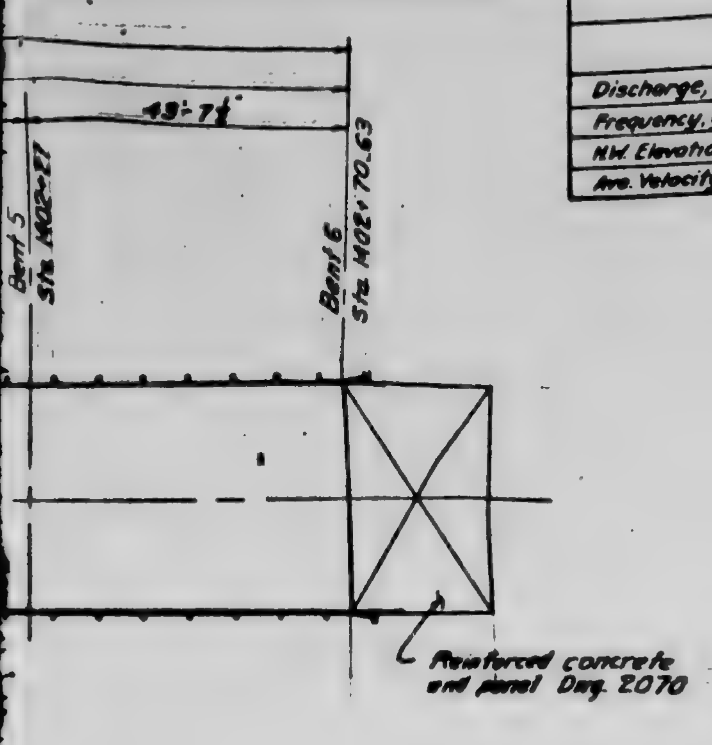
OREGON DEPARTMENT OF TRANSPORT
STRUCTURAL DESIGN SECTION

MOHLER OVERFLOW BRIDGE
MOHLER OVERFLOW BRIDGE SECTI
NECANICUM HWY. ~ TILLAMOOK CO

PRELIMINARY PLAN AND ELEVATION

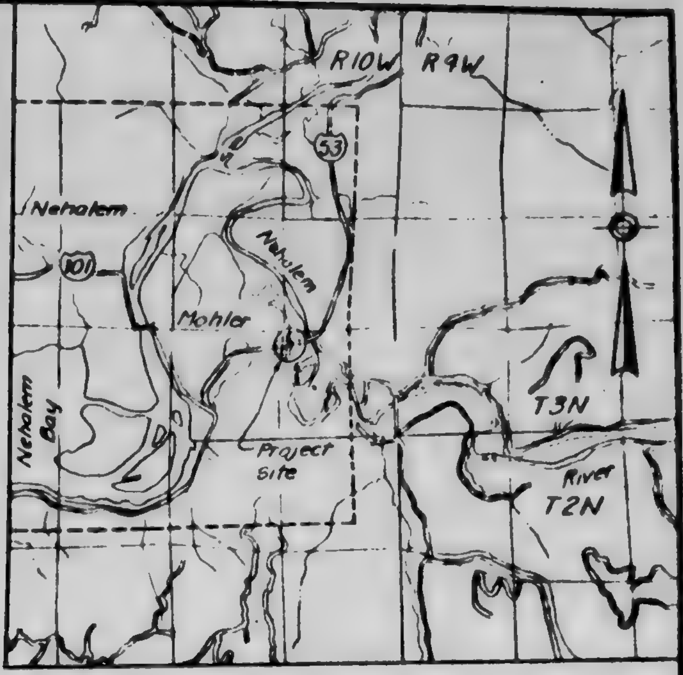
ACCOMPANIED BY DWGS.

DATE. Oct. 29, 1979
BRIDGE NO. 1371-A
SHEET. OF
DRAWING NO. 348

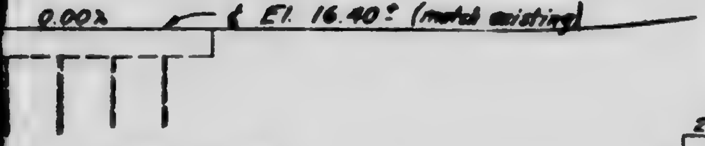

43'-7½"
Bent 5
Sta M02+27
Bent 6
Sta M02+70.63
Reinforced concrete end panel Dwg. 2070

HYDRAULIC DATA

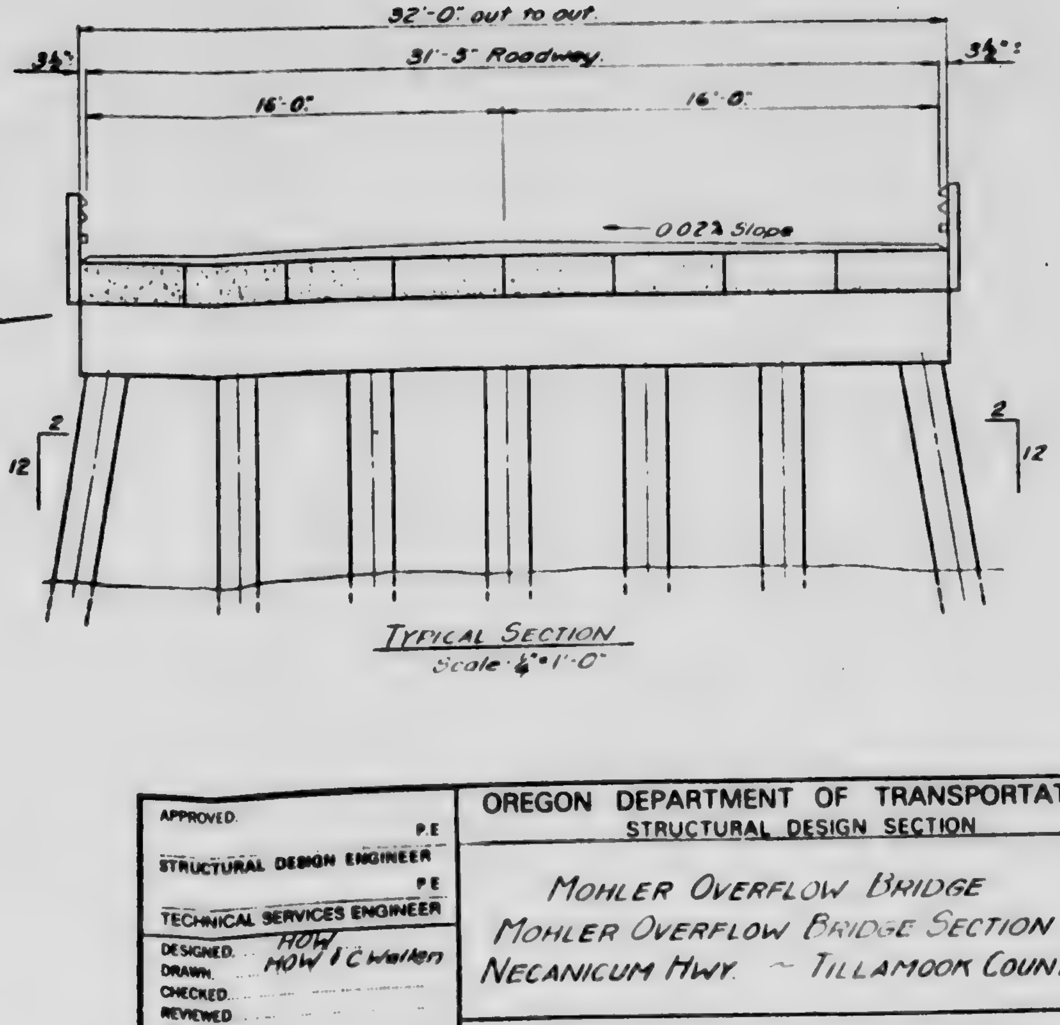
	Design Flood	Int. Regional Flood
Discharge, cfs	460	460
Frequency, yrs	100	100
H.W. Elevation, Ft.	15.0	15.0
Ave. Velocity, fps.	3.0-3.5	3.0-3.5


R10W
R9W
53
Nehalem
101
Nehalem
Mohler
Nehalem Bay
Project Site
T3N
River
T2N

VICINITY MAP
No Scale

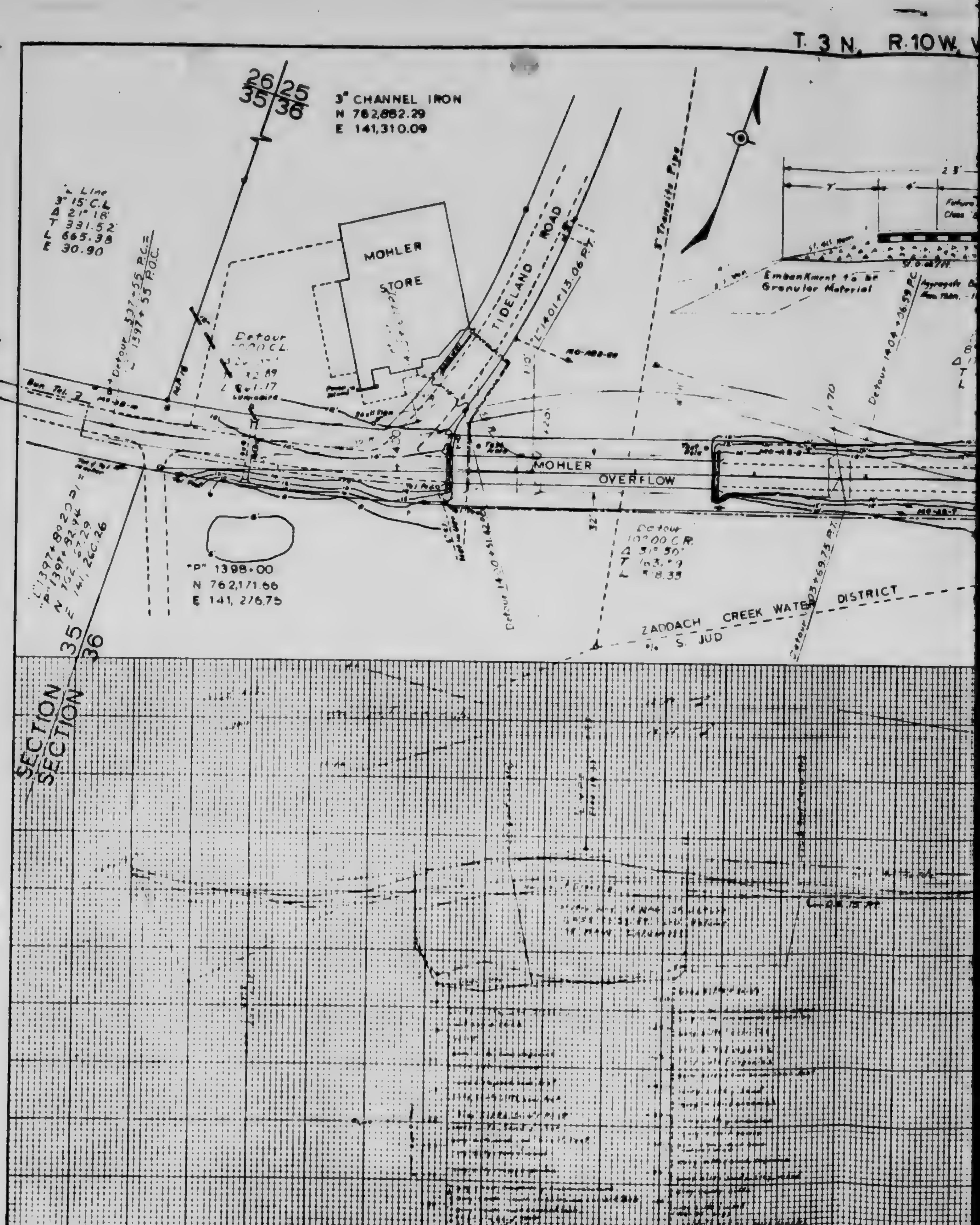

0.00%
℄ El. 16.40± (match existing)

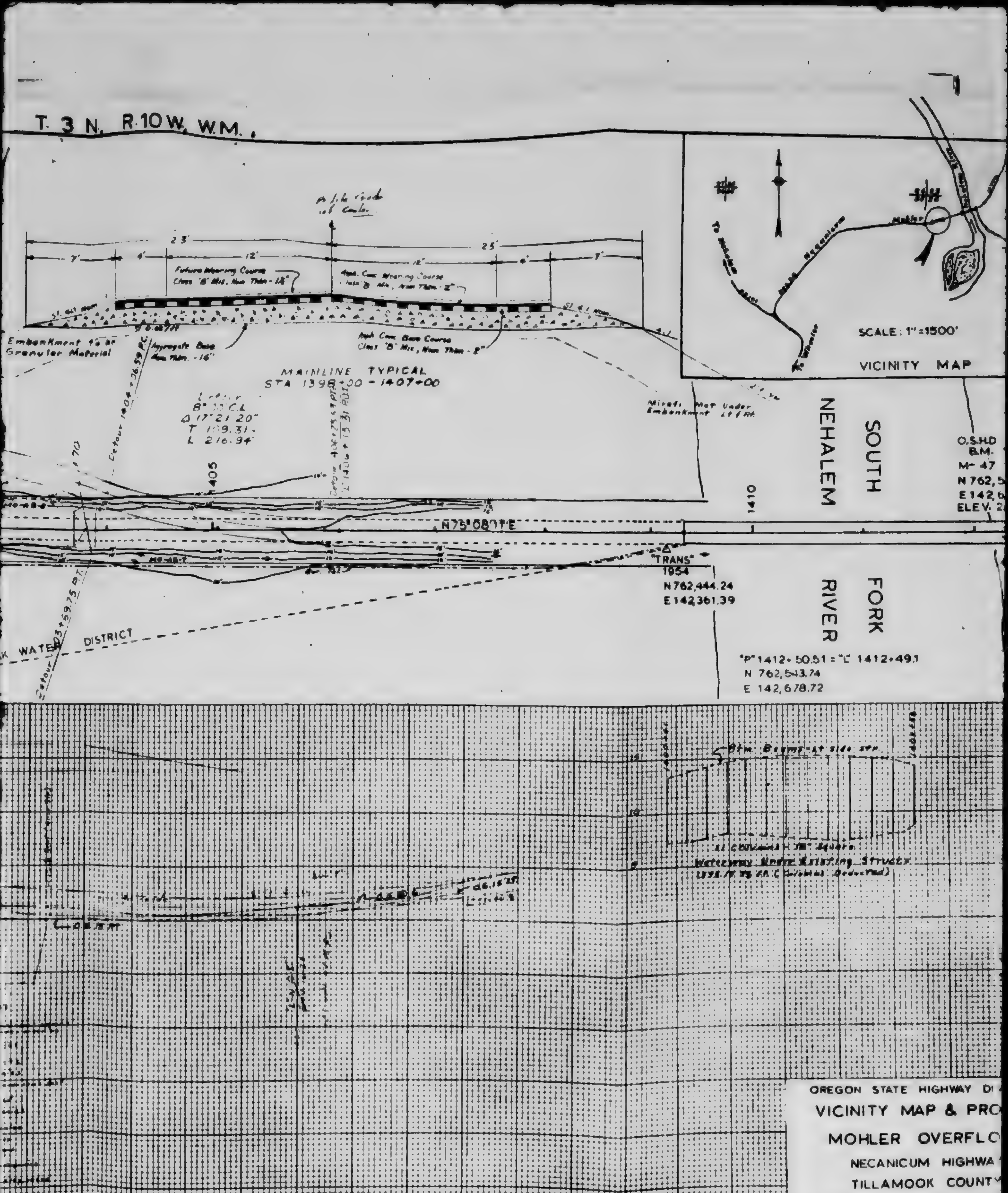
GRADE LINE
No Scale


32'-0" out to out
3½"
31'-5" Roadway
3½"±
16'-0"
16'-0"
0.02% Slope
2
12
2
12

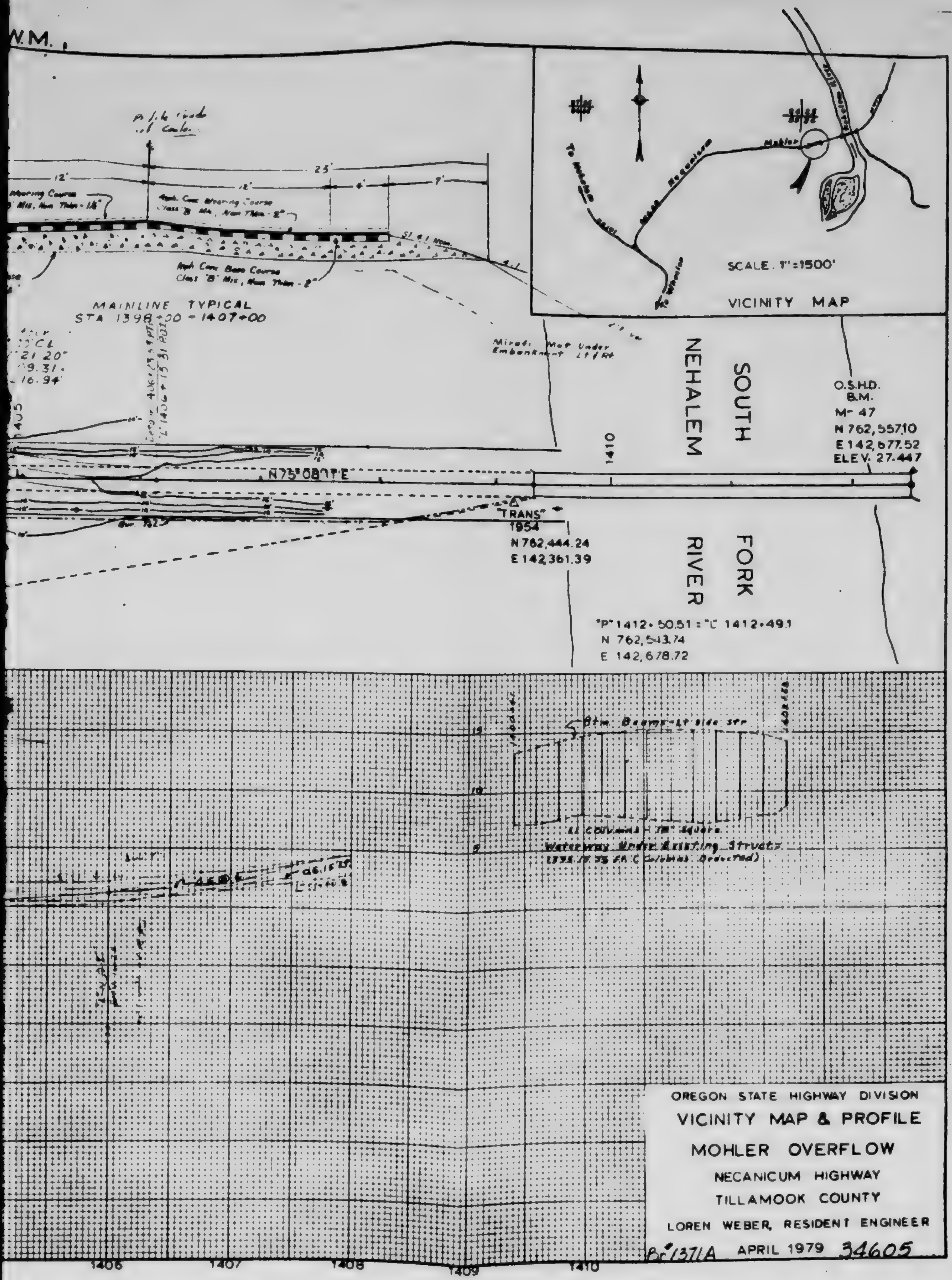
TYPICAL SECTION
Scale ¼"=1'-0"

APPROVED .... P.E	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
STRUCTURAL DESIGN ENGINEER .... P.E	MOHLER OVERFLOW BRIDGE MOHLER OVERFLOW BRIDGE SECTION NECANICUM HWY. ~ TILLAMOOK COUNTY
TECHNICAL SERVICES ENGINEER	
DESIGNED HOW DRAWN HOW I C Wallen CHECKED REVIEWED REVIEWED CALC BOOK	PRELIMINARY PLAN AND ELEVATION
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE Oct. 29, 1979 BRIDGE NO. 1371-A
	SHEET ..... OF ..... DRAWING NO. 34882


T. 3 N. R.10 W.
26 25
35 36
3" CHANNEL IRON
N 762,882.29
E 141,310.09
Line
3° 15' C.L.
Δ 21° 18'
T 331.52
L 665.38
E 30.90
Detour 1397+55 P.C.
"L" 1397+55 P.O.C.
MOHLER
STORE
TIDELAND ROAD
"L" 1401+13.06 P.T.
5" Transite Pipe
Detour
T 82.89
L 161.17
MOHLER
OVERFLOW
"P" 1398+00
N 762,171.66
E 141,276.75
"L" 1397+89.20
"P" 1397+82.94
N 762,67.29
E 141,266.26
Detour
10° 00' C.R.
Δ 31° 50'
T 163.19
L 318.35
Detour 1400+31.62
Detour 1403+69.75 P.T.
Detour 1404+36.59 P.C.
Embankment to be Granular Material
ZADDACH CREEK WATER DISTRICT
S. JUD
SECTION 35
SECTION 36
1398
1399
1400
1401
1402
1403
1404
1405


T. 3 N. R.10 W. W.M.
23'
25'
7'
4'
12'
12'
4'
7'
Future Wearing Course Class "B" Mix, Nom Thkn - 1½"
Asph. Conc Wearing Course Class "B" Mix, Nom Thkn - 2"
Embankment to be Granular Material
Aggregate Base Nom. Thkn. -16"
Asph Conc Base Course Class "B" Mix, Nom Thkn - 2"
MAINLINE TYPICAL
STA 1398+00 - 1407+00
Mirafi Mat Under Embankment Lt & Rt.
8° 00' C.L.
Δ 17°21'20"
T 109.31
L 216.94
Detour 1404+26.59 P.C.
Detour 1403+59.75 P.T.
405
1410
N 75°08'11" E
SOUTH FORK NEHALEM RIVER
"TRANS" 1954
N 762,444.24
E 142,361.39
"P" 1412+50.51 = "L" 1412+49.1
N 762,543.74
E 142,678.72
O.S.H.D B.M.
M-47
N 762,5
E 142,6
ELEV. 2
WATER DISTRICT
To Nehalem
Mohler
To Wheeler
SCALE: 1" = 1500'
VICINITY MAP
Btm. Beams - Lt side str.
Waterway Under Existing Structure
1404
1405
1406
1407
1408
1409
1410

OREGON STATE HIGHWAY DI
VICINITY MAP & PRO
MOHLER OVERFLO
NECANICUM HIGHWA
TILLAMOOK COUNTY
LOREN WEBER, RESIDENT EN
BC 1371A APRIL 1979 346


W.M.
Asph. Conc. Wearing Course Class "B" Mix, Non Thin - 2"
Asph. Conc. Base Course Class "B" Mix, Non Thin - 2"
12'
25'
12'
MAINLINE TYPICAL
STA 1398+00 - 1407+00
Mirafi Mat Under Embankment Lt/Rt
SCALE. 1"=1500'
VICINITY MAP
Mohler
SOUTH NEHALEM FORK RIVER
O.S.H.D. B.M. M-47
N 762,557.10
E 142,677.52
ELEV. 27.447
1410
N75°08'11"E
"TRANS" 1954
N 762,444.24
E 142,361.39
"P" 1412+50.51 = "L" 1412+49.1
N 762,543.74
E 142,678.72
Btm. Beams - Lt side str
15
10
5
11 Columns 14" Square
Waterway Under Existing Structure
1406
1407
1408
1409
1410

OREGON STATE HIGHWAY DIVISION
VICINITY MAP & PROFILE
MOHLER OVERFLOW
NECANICUM HIGHWAY
TILLAMOOK COUNTY
LOREN WEBER, RESIDENT ENGINEER
Br. 1371A APRIL 1979 34605

4k

December 20, 1979

Division of State Lands
1445 State Street N.E.
Salem, OR 97310

Attention: Marge Akers

Dear Marge:

Re: Mohler Overflow Bridge Section
Necanicum Highway
Tillamook County

Next spring we plan to award a contract for the construction of the above overflow bridge. A copy of a portion of our preliminary plans are attached.

Our hydraulic investigations reveal that this overflow area is inundated only about every ten years. The last occurrence was in 1972. For this reason we assume a removal/fill permit would not be required.

May we have your concurrence on this assumption.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Donald L. Trout
Final Project Development Coordinator

DLT/db

Attachment

STATE OF OREGON

DEPARTMENT OF TRANSPORTATION

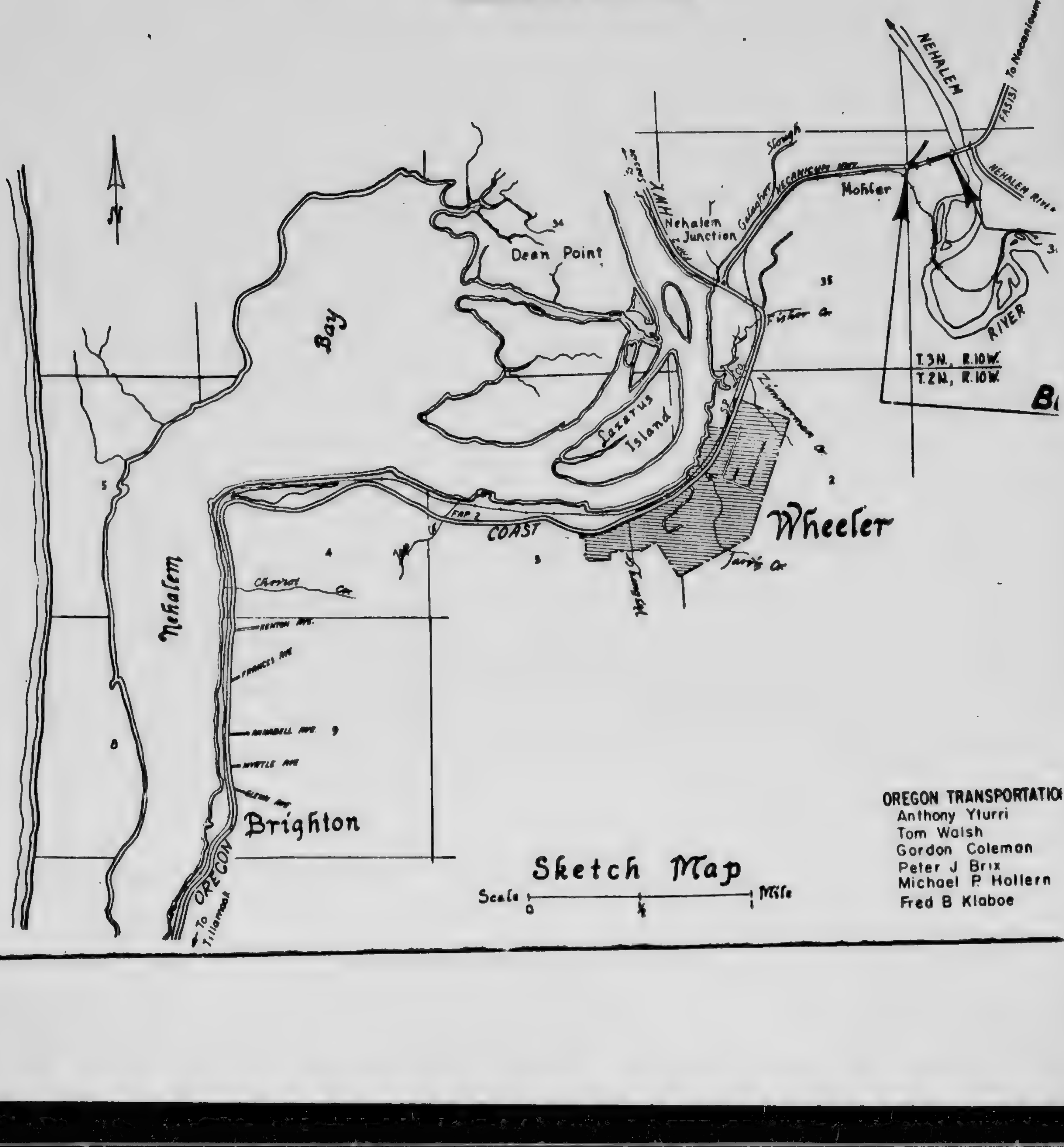
STATE HIGHWAY DIVISION

PRE
SUBJ
FI

PRELIMINARY COPY
SUBJECT TO CHANGE

PLANS FOR PROPOSED PROJECT

MOHLER OVERFLOW BRIDGE SEC.
NECANICUM HIGHWAY
TILLAMOOK COUNTY


N
Ocean
Pacific
Bay
Dean Point
Nehalem Junction
HWY
Slough
Galagher
NECANICUM HWY
Mohler
NEHALEM
To Necanicum
FAS151
NEHALEM River
RIVER
T.3N., R.10W.
T.2N., R.10W.
35
Fisher Cr.
Lazarus Island
S.P. Co.
Zimmerman Cr.
2
Wheeler
FAP 2
COAST
Jarvis Cr.
4
3
5
Nehalem
Cherrier Cr.
Brighton
OREGON
To Tillamook
9
8
Scale 0 ½ 1 Mile

Sketch Map

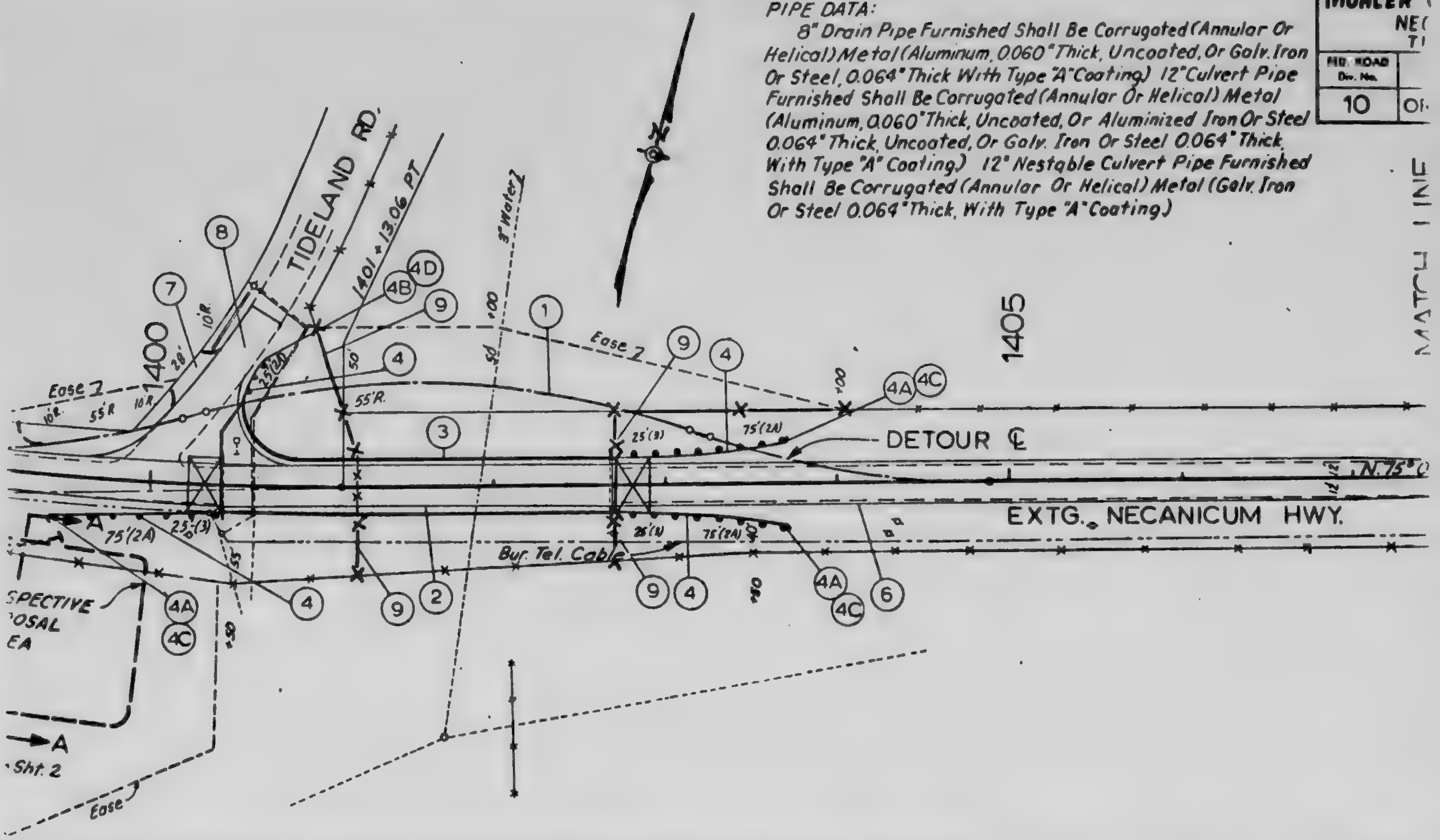
OREGON TRANSPORTATIO
Anthony Yturri
Tom Walsh
Gordon Coleman
Peter J Brix
Michael P. Hollern
Fred B Klaboe

T3N, R1OW, W.M.

PIPE DATA:

8" Drain Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Aluminum, 0.060" Thick, Uncoated, Or Galv. Iron Or Steel, 0.064" Thick With Type "A" Coating) 12" Culvert Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Aluminum, 0.060" Thick, Uncoated, Or Aluminized Iron Or Steel 0.064" Thick, Uncoated, Or Galv. Iron Or Steel 0.064" Thick, With Type "A" Coating) 12" Nestable Culvert Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Galv. Iron Or Steel 0.064" Thick, With Type "A" Coating)

MOHLER	
	NE
	T
FED. ROAD DIV. No.	
10	OR



TIDELAND RD.
1401+13.06 PT
3" Water
1400
1405
Ease
10'R.
55'R.
10'R.
20'
10'R.
55'R.
Ease
DETOUR ℄
N.75°
EXTG. NECANICUM HWY.
Bur. Tel. Cable
25'(3)
75'(2A)
25'(1)
75'(2A)
75'(2A)
25'(3)
A
SPECTIVE
OSAL
EA
A
Sht. 2
Ease
MATCH LINE
①
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③
④
⑥
⑦
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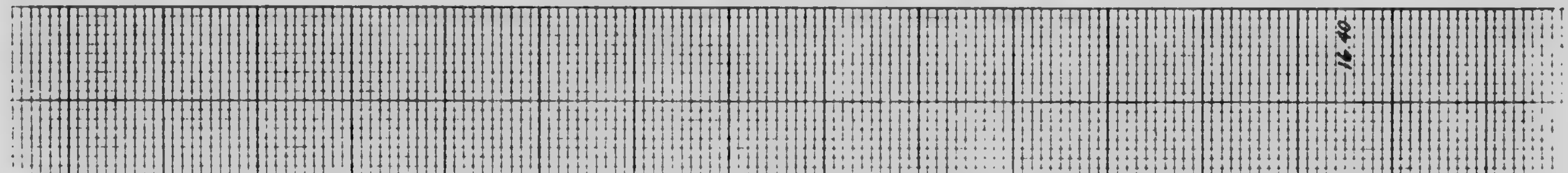
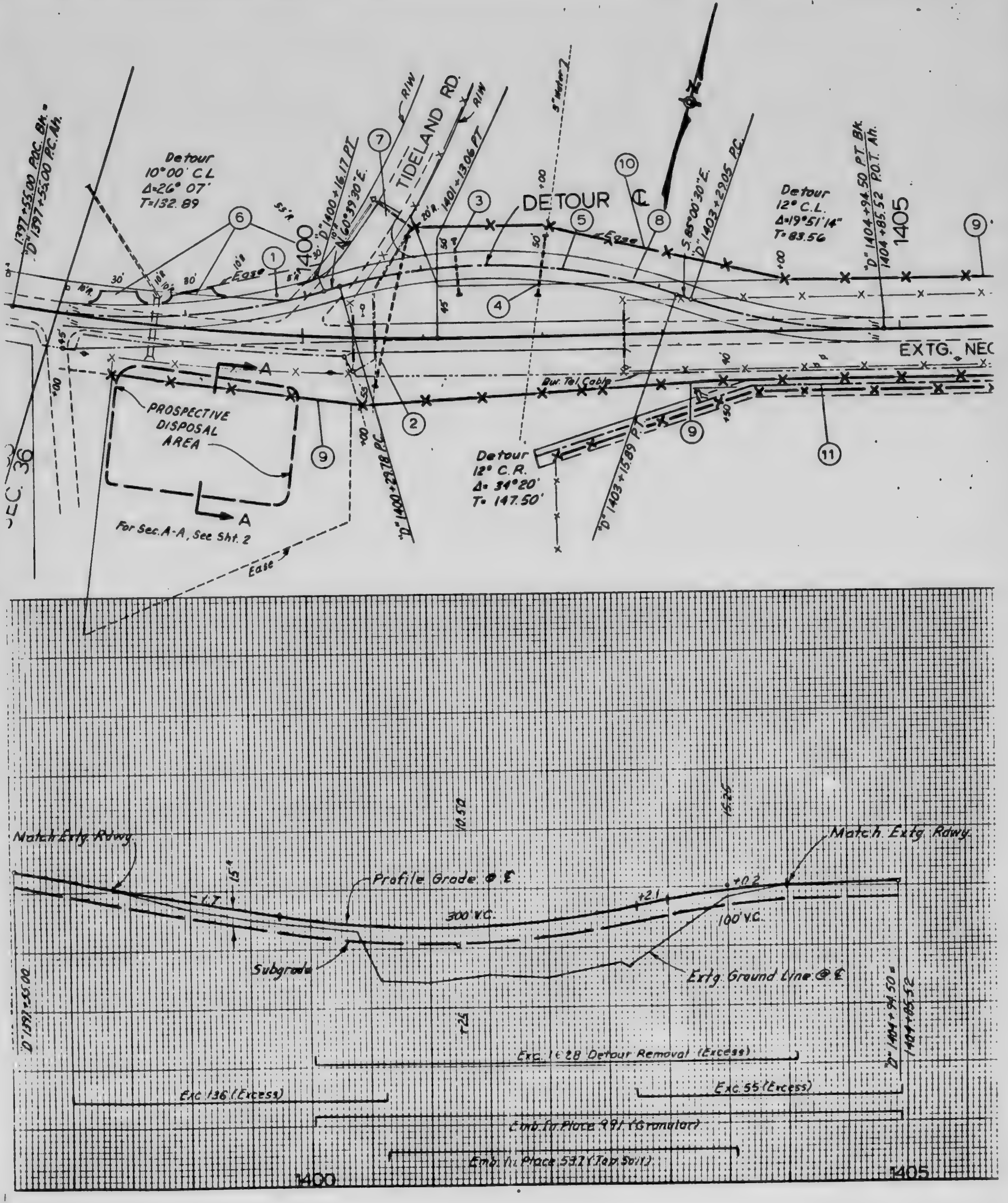
⑨
4A
4B
4C
4D



N, R10W, W.M.



"1397+55.00 POC Bk. = "D" 1397+55.00 P.C. Ah.
Detour
10°00' C.L.
Δ=26° 07'
T=132.89
⑥
①
⑦
TIDELAND RD.
R/W
"D" 1400+16.17 PT
N 60°39'30" E.
"D" 1401+13.06 PT
③
DETOUR ℄
⑤
④
⑩
⑧
S.85°00'30" E.
"D" 1403+29.05 P.C.
Detour
12° C.L.
Δ=19°51'14"
T=83.56
"D" 1404+94.50 PT. Bk.
1404+85.52 P.O.T. Ah.
1405
1400
⑨
Ease
EXTG. NEC
Bur. Tel Cable
A
PROSPECTIVE
DISPOSAL
AREA
For Sec. A-A, See Sht. 2
SEC. 36
⑨
②
"D" 1400+29.78 P.C.
Detour
12° C.R.
Δ=34°20'
T=147.50'
"D" 1403+15.89 P.T.
⑨
⑪
Match Extg. Rdwy.
Match Extg. Rdwy.
Profile Grade @ ℄
300' V.C.
100' V.C.
+2.1
+0.2
-1.7
15'
10.52
15.25
Subgrade
Extg. Ground Line @ ℄
"D" 1397+55.00
"D" 1404+94.50 = 1404+85.52
Exc. 1028 Detour Removal (Excess)
Exc. 136 (Excess)
Exc. 55 (Excess)
Emb. In Place 991 (Granular)
Emb. In Place 532 (Top Soil)
1400
1405

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 29-1968

October 8, 1979

FROM: Loren A. Weber
Region Location Engineer

SUBJECT: Mohler Overflow
Necanicum Highway
Tillamook County

TO: Duane Christensen
Final Design Engineer

Attn: Lyle Watson

We have reviewed the two basic proposals of the long bridge vs the short structure with fills and feel the long structure will be the best way to go.

The main reason for this decision has been pointed out by the District Engineer who has two major areas of concern. The first is that the maintenance costs have a high potential over a period of time. These costs will occur during the winter months when he has other pressing work and there is not the availability of suitable "hot mix" paving material.

The second concern is the liability in case of high water and the possibility of subsidence taking place such that a sharp drop may take place at the bridge end. The latter case could cause personal injury and property damage for which the cost could be quite high.

One further point, the long structure will decrease the time period for the detour use from roughly 9 months to 3, thus reducing its maintenance cost.

Versteeg
Anderson
I Christensen Dur
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 0 9 1979
ROAD DESIGN SECTION

Do Not
Return To
Bring
Action

7127

46

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

August 15, 1979

J. H. Versteeg
Road Design Engineer

Files 50590, 50591, 50592
Mohler Section
Necanicum Highway
Tillamook County

Attached are descriptions for 3 files (6 parcels), an authorization and prints for the subject project scheduled for Fiscal 3rd Quarter, 1980.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:
W. H. Wakerlig
R/W Description Engineer

WHW:cj
Attachments

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-131(1)

STATE PROJECT NO. See below

COUNTY NAME Tillamook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80362

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-16-78	Secondary 131	Primary 46

GENERAL LOCATION:

"Mohler O'Flow Bridge Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including archeological salvage and utility preparatory work TEC
☐ OTHER (Specify) NTE $21,000 - F.F. $18,010.

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

The above authorization is subject to compliance with the Coastal Zone Management Plan.

As requested in Mr. Swan's letter of 8-4-78, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2, paragraph 10e.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-16-78	G. K. Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-131(1)

STATE IECT NO. See below

COUNTY NAME Tillamook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator

PROGRAM NO.

ITEM NO. 80362

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 7-3-79

FEDERAL ROUTE NUMBER Secondary 131

STATE ROUTE NUMBER Primary 46

GENERAL LOCATION:

Mohler O'Flow Bridge Section

GENERAL DESCRIPTION OF WORK:

Program Change

RECEIVED
STATE HWY ENGR
JUL 5 - '79
REFER TO Moehring
FOR
Info | Inves | R/D | D/T | Sign | Act | File

7/5
orig

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-14-79 I approve the revised Preliminary Engineering costs to a TEC of $25,200 with Federal participation limited to $21,610.

(Incr TEC $4,200 Federal Funds $3,600)

DATE 7-3-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Adminstrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1980 Multnomah County Maint. 9188
& Operations Facility
MORRISON CLAIM

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: August 25, 1982

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: Multnomah County Operation Maintenance Facility
Contract No. 9188

Enclosed is a claim that was presented to Drake Construction from Morrison Electric. Drake has forwarded the claim and their letter of July 22, 1982, to Shotwell stating that the claim should be the responsibility of the State. I thought you and possibly Jack Sollis should know about this and have a chance to look it over.

Let me know if there is any response we need to make to Drake. Bob Shotwell has a copy of the claim and this is the only other copy we have.

po

cc: Bob Shotwell

Attachment

CE
CAE
FOE
QCS
SCS
EEO
RECEIVED
AUG 26 1982
CONSTRUCTION SECTION
OAL
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TC
FE
CP

FORM E-30 (REV 10-69)

OM MRE OE PPM CE
ME
JUL 28 1982
CSA
SO PA EM LM

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
4755 S.W. Watson Ave.
Beaverton, Oregon 97005
July 27, 1982

From: Robert E. Shotwell
Project Manager

SUBJECT: MCOMF, Phase 3
Contract No. 9188

To: Marion Craft
Region Construction Engineer

The enclosed claim is against Drake and not against the State.

I presume it is consistent with the legal papers that have already been served against Drake by Morrison Electric.

RES:rsr

XC: Files.

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
503 226-3991

No. 140-480

July 22, 1982

Oregon State Highway Division
4755 S.W. Watson Street
Beaverton, Oregon 97005

Attention: Mr. Robert Shotwell,
Resident Engineer

Subject: Multnomah County Maintenance & Operations Facility - Phase III, O.S.H.D. Contract No. 9188

Reference: 1) Morrison Electric Company Claim, attached

Gentlemen:

We submit for your review Reference No. 1 in the amount of:

1.	Morrison Electric Company's Claim Amount:	$282,218.65
2.	Donald M. Drake Company's Overhead & Profit @ 10%:	$ 28,221.87
3.	Total:	$310,440.52

It is the position of the Donald M. Drake Company, after review of the above claim, that the responsibility, if any, for these claims is that of the Oregon State Highway Division, not the Donald M. Drake Company.

In view of the pending litigation, we would request your most expeditious review and scheduling of a Claim's Review Board Hearing.

Very truly yours,

DONALD M. DRAKE COMPANY

Douglas A. Grassman
Project Manager

DAG/pn
Enclosures

RECEIVED
ROBERT E. SHOTWELL
Resident Project Engineer

CLAIM CONTENTS

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

1. Claim Letter - 6-11-82.
2. Schedule of Values - 1980.
3. Projected Hours - 1980 - 1981.
4. Public Wage Certification.
5. Job Narrative.
6. Events of Unrecovered Labor.
7. Chart of Job Events.
8. Job Man-Hours - October, 1980 - January, 1982.
9. Detailed Identification of Unrecovered Labor expense by Event.
10. Monthly Job Break-Down.
11. Letter, Gould, Inc. to Taylor Electric Supply Company.

Morrison ELECTRIC COMPANY

• Appliances • Factory Service • Repairing • Contract Wiring

4834 S E DIVISION ST. — PORTLAND, OREGON 97206

[redacted]

PLEASE REMIT TO: P.O. Box 230083, Portland, Oregon 97223

[redacted]

PHONE 235-6683

SOLD TO

DONALD M. DRAKE COMPANY
1740 N. W. Flanders St.
Portland, Oregon 97209

DATE	JUNE 28, 1982
BILLING AND SHIPPING INST.	CHARGE
JOB NO.	7039
DEALER REQN. NO.	
INVOICE DATE	6-28-82
INVOICE NO.	#07071
TERMS NET	

This billing is an Amendment to Invoice No. 07039 dated 6-11-82

JOB LOCATION: MULTNOMAH COUNTY MAINTENANCE & OPERATIONS
1620 S. E. 190th., Portland, Oregon

Reference: Disputed Punch List
Items 1,C and 1.E

Installation of Sealtite flex and additional ground wires as "intented" by Peterson Associated Engineers, Inc. and as directed by Donald M. Drake Company of Morrison Electric Company.

Material	$2,508.65	
Labor	9,086.82	
* Scissor Lifts	760.00	
* Vehicles	268.56	
* Zoning	144.00	
Mark-Up 15%		
TOTAL		$14,683.23

* Scissor Lifts:
152 Hours @ $5.00 per Hour

* Vehicles: 18 Days @ $14.92 per day
1978 Chevrolet 3/4 T Van
1978 Chevrolet 3/4 T Pickup
1976 Ford 3/4 T Van

* Zoning:
24 Man Days @ $6.00 per day

Service charge of 1½% on past due balances, Annual percentage rate 18%.

Morrison Electric Company
Electrical Contractors
4834 S.E. Division St. • Portland, Oregon 97206 • Phone: 235-6683

June 11, 1982

Peter deC Ebert
DONALD M. DRAKE COMPANY
1740 N. W. Flanders St.
Portland, Oregon 97209

Subject: Multnomah County Maintenance
and Operations Facility
O.S.H.D. Contract No. 9188
Subcontract No. 140-4722

Reference: Amendment to letter dated 1-18-82

Dear Mr. deC Ebert,

As you have been previously advised we have incurred substantial additional costs due to problems which have occurred on the subject project.

The additional cost are due to the following listed items. This list is not all inclusive.

A. Costs due to our being required to perform larger parts of the work in a different time period than anticipated, resulting in higher hourly wage cost.

B. Costs due to our being required to perform work in areas in which Multnomah County had already moved in their equipment.

June 11, 1982
DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operation Facility

Reference: Amendment to letter dated 1-18-82

C. Costs due to our being required to perform work in areas in which Multnomah County personnel were working.

D. Costs due to our being required to perform large portions of our work out of the anticipated construction sequence.

E. Costs due to our being required to perform our work in areas which other subcontractors who were also delayed, were working in same area, also out of proper sequence, in an attempt to complete the project on schedule.

F. Costs due to our being required to perform our work on an accelerated, overtime and evening shift basis.

G. Costs due to our being required to work a much larger crew than anticipated to complete both the added work and contract work on an accelerated basis.

H. Costs due to Morrison Electric Company management directly supervising at the job site to prevent unwarranted loss of time and material due to the immense confusion of the accelerated job. Management would have normally spent approximately 10% of his work day on the Multnomah County Maintenance job requirements, but actually spent in excess of 85% of his time. Cost to Morrison Electric Company as a company where "key" management was absorbed by the Multnomah County project, who otherwise would have been procuring added electrical work operations for Morrison Electric Company.

I. Cost due to added expense of financing equipment Morrison Electric Company purchased that the State of Oregon Highway Division requested and directed. Equipment such as diesel generator, sand back-fill. etc.

J. Costs due to changes as "intented" by owner/agent - PAE after job was complete.

K. Interest on overdue unpaid monies.

These costs are in four (4) forms:

CHANGE REQUESTS, EXTRAWORK-(FORCE ACCOUNTS),
UNRECOVERED LABOR, INTEREST ON MONIES

June 28, 1982
DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Reference: Amendment to letter dated 6-11-82

The break-down of these costs are as follows: Please refer to Supplement #1, pages 1 & 2

ORIGINAL CONTRACT	$622,546.00
CHANGE REQUESTS	66,391.13
EWO'S	26,068.00
EXTRA WORK ITEMS/DIRECT REQUESTS	40,026.16
OTHER SUB-CONTRACT COST	39,492.70
EXTENDED JOB OVERHEAD	11,090.92
PAINTING BACKCHARGES	1,862.91
UNRECOVERED LABOR	164,179.12
INTEREST ON UNPAID MONIES - MAIN CONTRACT	7,649.74
INTEREST ON UNPAID MONIES - EXTRA WORK	5,577.71
TOTAL COST	$984,884.39

June 28, 1982
DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance and Operations Facility

Reference: Amendment to letter dated 6-11-82

Payments received are as follows: Please refer to Supplement #1, page 3

ORIGINAL CONTRACT		$560,291.40
RETENTION RELEASE		15,000.00
CHANGE REQUESTS		47,927.70
EWO'S		10,879.20
EXTRA WORK ITEMS/DIRECT REQUESTS		29,074.74
OTHER SUB-CONTRACTORS		39,492.70
	TOTAL PAYMENTS	$702,665.74
	LESS BACKCHARGES	-(3,729.30)
	TOTAL MONIES RECEIVED	$698,936.44

The following is complete break-down of unpaid monies: Please refer to Supplement #1, page 4

RETAINAGE OF CONTRACT		$ 47,254.60
UNPAID CHANGE REQUESTS		13,138.13
RETAINAGE OF CHANGE REQUESTS		5,325.30
UNPAID EWO'S		13,980.00
RETAINAGE OF EWO'S		1,208.80
UNPAID EXTRA WORK ITEMS/DIRECT REQUESTS		10,951.42
EXTENDED JOB OVERHEAD		11,090.92
PAINTING BACKCHARGES		1,862.91
UNRECOVERED LABOR		164,179.12
INTEREST ON UNPAID MONIES - MAIN CONTRACT		7,649.74
INTEREST ON UNPAID MONIES - EXTRA WORK		5,577.71
	AMENDED UNPAID BALANCE	$282,218.65

UNPAID BALANCE WHICH BECOMES CLAIM AMOUNT: $282,218.65

SUPPLEMENT # 1

June 28, 1982
DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance and Operations Facility

Reference: Break-Down of Amendment to letter dated 6-11-82

ORIGINAL CONTRACT:

Refer to Attachments A, B, & C	$622,546.00

CHANGE REQUESTS:

Refer to Attachments D & E	$66,391.13

EWO'S:

Refer to Attachments F & G	$26,068.00

EXTRA WORK ITEMS/DIRECT REQUESTS:

Refer to Attachments H & I	$40,026.16

PAINTING BACK-CHARGES

2-11-82	#6884 Painting of Conduit-Back Charge	$ 1,047.63
2-11-82	#6885 Painting of Conduit-Back Charge	631.90
2-11-82	#6886 Painting of Conduit-Back Charge	183.38
	TOTAL	$ 1,862.91

UNRECOVERED LABOR:

Original Amount		$149,495.89
6-28-82	Amended Invoice #07071 Event #13 Disputed Punch List, Item 1.C & 1.E	14,683.23
	* AMENDED TOTAL	$164,179.12

* This amended total includes unrecovered materials used in Event #13.

SUPPLEMENT #1

June 28, 1982
DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance and Operations Facility

Reference: Break-Down of Amendment to letter dated 6-11-82

INTEREST ON UNPAID MONIES

MAIN CONTRACT:

2-18-82	Interest from 11-17-81 thru 2-17-82 Invoice No. 06493	$3,820.16
3-24-82	Interest from 2-17-82 thru 3-17-82 Invoice No. 06913	991.12
4-29-82	Interest from 3-17-82 thru 4-17-82 Invoice No. 06965	1,005.99
5-21-82	Interest from 4-17-82 thru 5-17-82 Invoice No. 07031	1,021.08
6-21-82	Interest from 5-17-82 thru 6-17-82 Invoice No. 07090	811.39
	AMENDED TOTAL OF MAIN CONTRACT INTEREST	$7,649.74

* EXTRA WORK:

2-18-82	Interest from 11-17-82 thru 2-17-82 Invoice No. 06494	$2,939.39
3-24-82	Interest from 2-17-82 thru 3-17-82 Invoice No. 06914	644.92
4-29-82	Interest from 3-17-82 thru 4-17-82 Invoice No. 06966	654.60
5-21-82	Interest from 4-17-82 thru 5-17-82 Invoice No. 07032	664.42
6-21-82	Interest from 5-17-82 thru 6-17-82 Invoice No. 07091	674.38
	AMENDED TOTAL OF EXTRA WORK INTEREST	$5,577.71

* As of June 28, 1982, there may be a differance on the "principal" amount of unpaid monies of extra work as November 17, 1981, regarding interest on monies.

SUPPLEMENT #1

June 28, 1982
DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance and Operations Facility

Reference: Break-down of Amendment to letter dated 6-11-82

PAYMENTS RECEIVED:

ORIGINAL CONTRACT:	
Refer to Attachments A, B, & C	$560,291.40
CHANGE REQUESTS:	
Refer to Attachments D & E	47,927.70
EWO'S:	
Refer to Attachments F & G	10,879.20
EXTRA WORK ITEMS/DIRECT REQUESTS:	
Refer to Attachments H & I	29,074.74
RETENTION RELEASE:	
5-26-82 Payment - Check #29626	15,000.00

SUPPLEMENT #1

June 28, 1982
DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance and Operations Facility

Reference: Break-down of Amendment to letter dated 6-11-82

SUMMARY OF UNPAID MONIES

RETAINAGE OF CONTRACT:		
Refer to Attachments A, B, & C		$ 47,254.60
UNPAID CHANGE REQUESTS:		
Refer to Attachments D & E		13,138.13
	Retainage	5,325.30
UNPAID EWO'S:		
Refer to Attachments F & G		13,980.00
	Retainage	1,208.80
UNPAID EXTRA WORK ITEMS/DIRECT REQUESTS:		
Refer to Attachments H & I		10,951.42
UNRECOVERED LABOR:		
Original Amount		149,495.89
Event #13 Amended Invoice #07071		14,683.23
	AMENDED TOTAL	164,179.12

MULTNOMAH COUNTY MAINTENANCE CONSTRUCTION

ELECTRICAL CONTRACT BREAKDOWN

Bid No.	Sec.	Description	Labor	Materials	Total
	16100	Basic Materials	$ 5,850.00	$ 2,970.00 180.00	$ 9,000.00
	16110	Conduit Box Fitting	47,600.00	20,400.00	68,000.00
	16120	Conducers & Connectors	34,850.00	17,693.28 1,072.72	53,616.00
	16140	Wiring Devices	2,060.00	1,110.00	3,170.00
	16160	Motor Starter Disc	7,800.00	3,960.00 240.00	12,000.00
	16400	Secondary Dist.	24,000.00	16,000.00	40,000.00
	16450	Grounding	1,300.00	66,000.40	2,000.00
	16460	Transformers	10,800.00	7,200.00	18,000.00
	16471	Branch Panels	16,800.00	11,200.00	28,000.00
	16500	Light Fixtures	39,110.00	98,500.00 1,390.00	139,000.00
	16720	C. O. Detection	2,000.00	23,000.00	25,000.00
	16740	Telephone Conduits	3,900.00	1,980.00 120.00	6,000.00
	16920	Motor Control Cntr.	42,000.00	28,000.00	70,000.00
13		Electrical Site Work	17,249.00	29,251.00 3,500.00	50,000.00
29		Fuel Station	5,585.52	2,464.30 164.28	8,214.00
30		Sookva Gen.	15,400.00	45,000.00 600.00	61,000.00
66		Finish Basement	19,595.10	8,397.90	27,993.00
68		Solar Heat	262.80	175.20	438.00
69		Fleet Wash	600.00	400.00 115.00	1,115.00
		Totals	$ 296,762.42	$ 325,783.58	$ 622,546.00

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenace
and Operations Facility

PROJECTED HOURS AND COST PROJECT

1980

JOURNEYMAN	1,008 X $26.00 =	$ 26,208.00
APPRENTICE	504 X 15.50 =	7,812.00

1981

JOURNEYMAN	6,552 X $28.81 =	188,763.00
APPRENTICE	2,836 X 16.00 =	45,376.00
GENERAL FOREMAN	51 X 32.00 =	1,632.00
	TOTAL COST	$269,791.00
	MARK-UP 10%	26,979.00
	TOTAL PROJECTED LABOR COST	$296,770.00

PROJECTED WORK-OCTOBER 1980

	Journeyman	Apprentice
	320MH	160MH
STATE UTILITY		
Telephone	80	7
Power	160	100
Sprinkler	16	8
FIRST FLOOR (Basemant)		
SLAB Electrical	5	5
SET TRANSFORMER		
Stand	1	2
CONDUIT STUB		
Out-Site-Elect.	20	10
WALLS BASE-POWER-OUTLETS		
Feed-E13	16	8
Feed-E14	16	8
Feed-E15	8	4
CONDUITS		
For C. O. Det	8	8

PROJECTED WORK-NOVEMBER 1980

	Journeyman	Apprentice
	320MH	160MH
First Floor Slab Feeds		
E-17	40	20
E-18	40	20
E-19	60	30
E-20	30	15
Basement Ceiling Light Feeds		
E-3	40	20
E-4	60	30
E-5	50	25

PROJECTED WORK-DECEMBER 1980

	Journeyman	Apprentice
	440MH	200MH
BASEMENT CIELING LIGHT FEEDS		
E-6	40	40
MEZANINE		
Slab Work	40	
First Floor Wall-Outlets Rough-In		
E-17	40	40
E-18	40	40
E-19	40	40
E-20	40	40
Set MDP	8	4
Set Diesel Generator	8	
Set Sub Panels	80	
Set Transformers	40	
Set Auto Switch	8	
FEEDER CONDUITS		
MDP	24	8
FEEDER CONDUITS		
Diesel Generator	8	4

PROJECTED WORK-JANUARY 1981

	Journeyman	Apprentice
	480MH	160MH
Secondary-Panel Feeder Conduits to Transformers	160	160
Set Motor Control Centers		
South	30	
North	30	
Fuel	20	
Feeder Conduits Motor Control Primary		
South	30	
North	30	
Fuel	20	
Transformer to Secondary Panel Feeds	192	
Feeder Conduit Rack Secondary Motor Control		
South	30	
North	30	
Fuel	20	
MDP Mount	48	
Branch Circut Lights Basemant Outlets	75	

PROJECTED WORK-FEBRUARY 1981

	Journeyman	Apprentice
	480MH	160MH
Wall Outlets Mezanine Conduits	40	
Light Outlets Mezanine Conduits	80	80
Feeder Conduits Fuel Station	80	40
Feeder Conduits Fleet Wash	3	3
Feeder Conduits Site Lights	60	17
Conduits to Roof	43	
Emergency Light Conduits		
Basement-First Floor	80	
Mechanical Lighting	80	20
Emergency Generator	14	

PROJECTED WORK-MARCH 1981

	Journeyman 680MH	Apprentice 240MH
Branch Circuts Lights Basement Conduit Mount Wire	45	40
Branch Circuts Power Basement Conduit	120	
Wire	40	40
Conduits to Roof Pull wire-	60	30
Telephone Conduits	80	
Computer Conduits	20	10
Motor Control Set-		
South	30	
North	30	
Fuel	15	

PROJECTED WORK-APRIL 1981

	Journeyman 800MH	Apprentice 320MH
Branch Wiring		
Lighting Mezanine	120	
Pull Wire First Floor	120	120
Basement Room	120	120
Fixture Mounting		
Mezanine	20	
First Floor	120	
Basement	120	
Branch Wiring Mechanical Equipment		
Mezanine	80	40
First Floor	80	40
Basement	20	40
Basement Finish Above		

PROJECTED WORK-MAY 1981

	Journeyman 800MH	Apprentice 320MH
Fixture Mounting		
First Floor	240	
Mechanical Prepipe Basement		
Basement	120	120
First Floor	120	120
Mezanine	120	120
Mechanical Wire		
Basement	60	
First Floor	80	
Mezanine	60	

PROJECTED WORK-JUNE 1981

	Journeyman 1000MH	Apprentice 400MH
First Floor Main Area Conduit And Wire	360	120
Basement Floor Office Light-Mount-Lamp	160	160
C. O. Det System Conduit	30	
Wire	10	
Prepipe Mechanical	120	120
Equip-1st		
Mezanine N	120	30
Mezanine S	120	30

PROJECTED WORK-JULY 1981

	Journeyman 800MH	Apprentice 320MH
Mechanical Equipment		
Mechnical Room E	16	
Connection S	16	
Connection N	16	
Power Outlets First Floor-Finish	40	20
Diesel Generator Pull Wire	18	
HVAC Wire	57	32
Exterior Light Fixtures	110	
Wire Mount		83
C. O Det System-Wire	5	
Mount	10	
Lighting First Floor Rooms/Pull Wire-Mount	220	120
Lighting Mezanine		
Mount Fixtures	80	40
Power Outlets First Floor Pull Wire-Finish	120	20
Welder Outlets		
Pull Wire	80	40

PROJECTED WORK-AUGUST 1981

	Journeyman 1,040MH	Apprentice 440MH
Diesel Generator Make Up	8	
Test	2	
Main Dist Make Up	8	4
Panel Make Up	40	10
Mechanical Room Lights		
E.	35	35
S.	30	30
N.	40	40
HVAC-Connect	180	80
Fleet Wash	4	4
Fuel Station Equipment	10	30
Lights	10	15
Equipment Connect-Owner Provided	180	66
Lighting First Floor	35	35
Site Work-Lights	98	40
Power Outlets-First Floor	160	30
Motor Control Panel		
Finish-South	60	30
Finish-North	60	30
Finish-Fuel Station	20	10
Finish-Base	60	60

PROJECTED WORK-SEPTEMBER 1981

	Journeyman 200MH	Apprentice 200MH
Welder Outlets Final	20	20
Main Dist Final	5	2
Diesel Generator Final	2	1
Fleet Wash	5	5
Fuel Station Final	10	10
Panel Make Up	20	10
Final Equipment Connects	10	20
Final Light Install	20	20
Primary Punch List	40	40
Landscape Conduit	20	15
Wire	20	10

PROJECTED WORK-OCTOBER 1981

	Journeyman 120MH	Apprentice 120MH
Architects Punch List Final	40	40
Owner Provided Large Coum.	40	40
Lamp Miscellaneous Fixtures	40	40

JANUARY, 1982

CLASSIFICATION	Zone	HOURLY RATE	BENEFITS	6.7 % F.I.C.A.	2.6 % S.U.I.	.007 % F.U.T.A.	4.18 % WORKMEN COMP.	3.25 % LIABILITY INS.	.006% TRI-MET	SUB-TOTAL	20 % O.H. PROF.	TOTA COST
N. FOREMAN		24.95	4.63	1.67	.65	.18	1.04	.81	.15	34.08	6.82	40.
FOREMAN		22.90	4.55	1.53	.60	.16	.96	.74	.14	31.58	6.32	37.
URNEYMAN		20.80	4.46	1.39	.54	.15	.87	.68	.13	29.02	5.80	34.
PRENTICE												
8th Term		18.72	4.38	1.25	.49	.13	.78	.61	.11	26.47	5.29	31.
7th Term		16.64	4.30	1.11	.43	.12	.70	.54	.10	23.94	4.79	28.7
th Term		14.56	4.21	.98	.38	.10	.61	.47	.09	21.40	4.28	25.6
th Term		12.48	4.13	.84	.32	.09	.52	.41	.08	18.87	3.77	22.6
th Term		11.44	4.09	.77	.30	.08	.48	.37	.07	17.60	3.52	21.1
3rd Term		10.40	4.05	.70	.27	.07	.43	.34	.06	16.32	3.26	19.5
d Term		9.36	4.00	.63	.24	.07	.39	.30	.06	15.05	3.01	18.0
st Term		8.32	3.96	.56	.22	.06	.35	.27	.05	13.79	2.76	16.5
TERIAL HANDLER												
#1												
#2												
#3												
#4												

ENEFITS:

ENSION	2.25
EALTH & WELFARE	1.25
ETRO TRAINING	.13
EBF	3%
F	1%

		PER DAY	HOUR
ZONE #	1	5.25	.66
	2	6.00	.75
	3	7.00	.88
	4	8.00	1.00

MILLEAGE .30 per mile
SUBSISTANCE 4.75 per hour out of ZONE AREA.

STATE OF OREGON

PUBLIC WORKS CONTRACTOR
WAGE CERTIFICATION

OR SUBCONTRACTOR
Morrison Electric Co.
4834 S.E. Division St.
Portland, Oregon 97206

TE OF CERTIFICATION
January 14 1981

CERTIFICATE FOR PERIOD ENDING
1-1-81 Thru 12-31-81

CRIPTION AND LOCATION OF WORK
ltnomah County Maintance
erations Facility

CONTRACT NUMBER
9188

FOR OFFICE USE ONLY

STRUCTIONS:

1. Oregon Law (ORS 279.348-279.356) specifies that no payment may be made on public work contracts unless the contractor or subcontractor, or surety, provides a certificate stating the hourly rate of wages paid to the workman; and also certifying that such rate is not below the prevailing rates for the locality as determined by the Commissioner of the Bureau of Labor. This form is required in making such certification.
2. Submit this completed form in duplicate before the first payment, each time the prevailing wage rate changes, and before the final payment. (Note: Prevailing rates generally change on July 1 of each year.)
3. List below each craft employed by you and the hourly rate paid. It is not necessary to list each employe. Supervisory and office personnel or other workmen on regular monthly or per diem salary need not be listed.
4. Complete the affidavit on this form and have it notarized.

TRADE OR OCCUPATION CLASSIFICATION	BASIC HOURLY RATE	FRINGE BENEFITS PAYMENTS H & W	PENSIONS	VACATION AND HOLIDAY	APP. OR TR.	OTHERS
Journeyman Electrican	19.55	.90	2.00	8% of gross wage	.08	
eneral Foreman	23.45	"	"		"	
Foreman	21.50	"	"	"	"	
pprentice 8th Term	17.60	"	"	"	"	
pprentice 7th Term	15.64	"	"	"	"	
rentice 6th Term	13.69	"	"	"	"	
pprentice 5th Term	11.73	"	"	"	"	
pprentice 4th Term	10.75	"	"	"	"	
pprentice 3th Term	9.78	"	"	"	"	
pprentice 2nd Term	8.80	"	"	"	"	
pprentice 1st Term	7.82	"	"	"	"	
terial Handler						
#1	11.73	"	1.20	"	"	
#2	9.78	"	1.00	"	"	
#3	7.82	"	.80	"	"	
#4	6.84	"	.70	"	"	

DDITIONAL SPACE ON BACK
1-125-1456

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

JOB NARRATIVE

COMMENCEMENT OF WORK - FALL, 1980

On October 2, 1980, Morrison Electric Company again made an on-site inspection of job construction. The site conditions are "rough" and unready for installation of site utility underground installation. An inspection of the building revealed that progression on building will not allow interior work for some time.

Campbell Crane Co. is in process of placing precast panels. Much building precast remains unfinished. Morrison Electric Company will continue to consult weekly with Donald M. Drake Company's field supervisor for a date to start electrical construction.

November 6, 1980, Morrison Electric Company moved office and storage van to job site. One (1) foreman and two (2) electricians were dispatched to site to begin electrical construction. Found that Elting, escavation contractor is in progress of installing 18" sanitary line. Blue prints show that electrical site utility conduit will be placed in trench in proximity to sanitary line. Morrison Electric Company laid-out conduit and began utility conduit installation only to be stopped by State Highway inspectors. They have stated that there are changes from blue prints and Morrison Electric Company is to wait for go-ahead.

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Job Narrative

Since site utility work coud not continue Morrison Electric Co. had their electricians begin installing conduits in first floor slab area that Donald M Drake Company is preparing for concrete pour. On November 18th there is no further area prepared for conduit installation, electricians sent back to main office.

Information received by Morrison Electric Company management is that Donald M. Drake Company is not pouring basement but is going to work in a top to bottom construction pattern.

Morrison Electric Company's field supervisor met with Donald M. Drake Company's management and asked for a construction schedule. Donald M. Drake Company is in process of preparing such a schedule, and Morrison Electric Company asked that they be allowed input once construction process is decided. Morrison Electric Company also informed Donald M. Drake Company that the northeast basement area must be immediately poured if power is to be in building to meet schedule. The area for immediate concrete work should include: transformer vault, main distribution equipment and emergency generator.

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Job Narrative

November 10, 1980, Morrison Electric Company brought up in weekly meeting that the mezzanine area must begin right away if schedule of completion is to be met.

November 18, 1980, weekly meeting - State administrator has requested material certification of all equipment not shown on regular submittals. Morrison Electric Company will forward a list of material which was purchased from General Electric Supply Co. to satisfy State requests.

Morrison Electric Company has requested that the State meet with the utility companies and determine where conduits to feed power and telephone service are to be located.

November 24, 1980, still no additional area available for electrical installation. The extra work that was done for owner, by a verbal request has still not been finalized in written change order. Inspection of building reveals that electrical as designed will place conduit across sky-light openings. Architect is to review and respond. There is also a problem in lack of revised blue prints associated with Addendum #1 and complete lack of drawing of roof top for mechanical and electrical. Donald M. Drake Company has stated they will prepare a pour schedule for concrete.

Morrison Electric Company also raised a requestion regarding utility conduit back-fill - sand or native as shown on drawings. State is to review and respond.

December 1, 1980, weekly meeting, building still not prepared for electrical work. Morrison Electric Company has also informed owner agent that design for mezzanine motor control center does not have access due to building design.

December 8, 1980, weekly meeting, Morrison Electric Company is becoming concerned over progression of building construction to allow for electrical installation, especially the northeast corner and mezzanine areas. There appears to be a lack of immediate answer or answer from owner agents.

December 15, 1980, progress on building is slow, we are still expecting construction schedule.

December 22, 1980, Donald M. Drake Company has stated they will pour northeast basement slab as soon as slab work is complete by mechanical and electrical. Morrison Electric Company has moved electricians back to job site, will begin conduit-runs in slab of first floor, northeast corner. Still awaiting master schedule as promised by general contractor. Much of building precast structure still remains incomplete.

December 30, 1980, received Donald M. Drake Company's expected first floor pour schedule - roof is still incomplete, awaiting completion of work by Campbell Crane Company. Discussion held in weekly meeting regarding absence of drawings for Addendum #1 revision and roof-top equipment. Subs are to get revised prints right away. Elting has completed mechanical utility trench. Morrison Electric Company has hired Montag & Assoc. to begin site electrical and telephone utility work. Morrison Electric Company's major concern at this date are:

1. That there is no master job schedule.
2. That three (3) months of a ten (10) month schedule has elaspe with little or no electrical work accomplished.
3. There is a definate descrepency in electrical and mechanical drawings.
4. Building constructtion structurally is very slow in completion. Phase 2 contractor was scheduled to be complete December 31, 1980, much structural precast still remains to be completed.

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Job Narrative

January, 1981, there continues to be more and more conflict with mechanical structural and electrical drawings. There are pieces of mechanical equipment which show no electrical connections.

Phase 2 contractor's work has prevented roof from being waterproofed and now roofers strike is beginning - 1-12-81, which will definately delay electrical installation of main distribution equipment which is the electrical heart of the facility.

Morrison Electric Company's conduit runs are being fragmented on first floor due to structural incompletness of building center. We have attempted to lay conduit in basement for slab work but have been stopped again by mechanical contractor laying their underground piping. The site utility work which began in late December, is also stopped pending resolution of conflict of sanitary pipe and electrical conduit. Work on roof feeder can not proceed until revised drawing made by Morrison Electric Company can be verified with mechanical. These drawings should have been furnished by owner. Construction time will no longer allow "waiting for drawings". Temp Control and Morrison Electric

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Job Narrative

Company have expressed the definate need of building access in which to move in their major equipment items. Ramps into building are not complete and this prevents delivery of units such as boiler, chiller, motor control center, main distribution panels & diesel generators.

There still remains many questions unanswered by owner agents, such as building penetration for primary power - telephone primary conduits, feeder conduit for fuel island, fleet wash, & etc.

February, 1981, Donald M. Drake Company has now poured various sections of first floor in patch-work fashion. There is no ramp or access to get scissor lifts on first floor. Morrison Electric Company rented a fork lift to hoist scissor lift to first floor. Conduit work will be fragmented until Donald M. Drake Company gets total floor poured.

We now have conflict in basement with steamfitter pipes and electrical lighting. Changes were made in sheet metal duct which forced changes in lighting and resulted in conflicts with sprinkler piping. Owner agent is to review and provide answer.

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Job Narrative

A controversy has occurred regarding diesel generator. A 500 KVA diesel generator provided by ILI Company previously approved by PAE, ZGF and Donald M. Drake Company is no longer satisfactory to the owner. The owner now wants a 500 KW diesel generator. Rejection of this approval will cause delay in completion.

A major problem has developed in mounting of the many ceiling light fixtures. There is sheet metal and plumbing pipes being installed where light fixtures are shown on drawings, it appears that there are many areas with this problem. Owner agent is to investigate and respond.

A space problem which was identified in January continues to show-up in the electrical panel areas. Morrison Electric Company has been requested to change installation from drawing and install some panels on floor above.

The roofing strike continues preventing installation of electrical apparatus that must be in rain-tight building.

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Job Narrative

Donald M. Drake Company issued a new pour schedule for basement slab where in they have left center of building completly open, this will cause a void in all basement ceiling and slab conduit. Also the mechanical contractor has held-up what electrical work Morrison Electric Company could do in basement by leaving their mechanical trench open. A formal complaint has been voiced by Morrison Electric Company.

Again, answer for problem areas are non-existant or extremely slow in coming from owner agents.

March, 1981, 50% of construction schedule has now elasped. Less than 15% of electrical installation is complete. Morrison Electric Company has attempted to install their equipment whenever an area was available. Results of this type of construction is exteme unwarranted labor and equipment installation fragmentation. Morrison Electric Company's electrical foreman is becoming angered by the extreme amount of road-blocks to electrical installation. Other subs in foreman's meetings accept his concern but feel they must fight to get their work done regardless of Morrison Electric Company's need. Cooperation between crafts is slowly deteriorating. Because of the many road-blocks of electrical installation we felt it best to list breifly the major items this month:

1. Site utility incomplete and blocked pending:
    a. Power pole location by County and PGE.
    b. Back-fill of building by site contractor.
    c. Building penetration location - owner agent, PGE, & GTE.
    d. Design of transformer vault equipment.

2. Roofing strike prevents any equipment installation that must stay dry - main distribution, tranformer, diesel generator, & etc.

3. Building electrical drawings are in serious conflict with plumbing, steamfitters, sheet metal and structural.

4. Building access to install electrical apparatus is blocked by plumbing, concrete pours, sheet metal, mechanical equipment, Phase 2 late completion, and building ramp completion.

5. Submittals have not been returned from owner agent preventing issuance of purchase orders for electrical apparatus.

6. There remains a definate conflict between owner agents regarding change of diesel emergency generator to a large 500 KW size.

7. Due to the extreme amount of construction problems Morrison Electric Company has placed a staff member on part time basis at job site and he will attend all meeting to assist in coordination.

8. Mechanical crew has been almost stopped from lack of space to install their equipment which will cause late-start of electrical connection once mechanical has completed. This is a direct result of mezzanine slab work not being completed at this time or prior to this time.

April, 1981 thru May, 1981, there were several problems which caused electrical installation delays during April and May jointly:

1. Site utility installation stopped.
    a. Power pole location by PGE & ZGF.
    b. Building back-fill.
    c. Building penetration.
    d. Transformer vault room conflict- steamfitters.

2. Late completion of building construction is being felt as follows:
    a. Late completion of mechanical equipment.
    b. Late installation of interior walls.
    c. Late completion of sheet metal work.

    Which will delay electrical completion.

3. Electrical submittals finally received from Donald M. Drake Company during month of April, 1981.

4. Donald M. Drake Company has submitted a new substantial completion date for owner approval - proposed November 15, 1981.

5. The conflicts in drawing continue to grow in number, delay in resolution of these same conflicts also continues.

The following electrical conflicts remain unanswered:

a. Sprinkler piping/light fixtures.
b. Light fixtures and duct work.
c. coiling door - electrical connections.
d. Electrical connections for mechanical equipment.
e. Lighting difficulty in various rooms.
f. Location of electrical in various rooms.
g. Conflicts - mechanical/electrical.
h. Electrical connect for bridge crane.
I. Chain hanging of light fixtures.
j. South mezzanine motor control center conflict with mechanical equipment.
k. Emergency light fixtures.
l. Electrical connection for bridge crane.
m. Mounting of electrical power transformer.
n. Electrical for hoist controls.

There is an increasing concern by subcontractors regarding original substantial completion date of August 31, 1981. Change Request lists increase in number with no speedy resolution.

June, 1981, was similar to April and May in that the:

1. Site utility electrical work still blocked by building back-fill, and fire marshall "stop work order".

2. Change request list continues to increase with abscense of resolution.

3. Drawing changes required due to ommission on unscheduled additions and conflicts continue to increase.

Access to

4. Access still pending for exact mechanical room. Under review still by owner agents.

5. County provided mechanical equipment, still is unidentified and uninspected by inspecting authority. This will cause delay of equipment if equipment will not meet Code.

6. Lighting fixture changes - exit emergency, office and bathroom need immediate resolution for procurement.

7. Diesel emergency generator power plant remains unresolved - dispute on added cost.

8. There still remains many mechanical units without designed electrical connections.

Items remaining unresolved:

a. Sprinkler piping in transformer vault.
b. Conflict with light fixtures and mechanical ducts in many rooms.
c. Coiling door - electrical control.
d. Conflict in electrical fixture design.
e. Drafting room revision.
f. Exit light mounting space requirements.
g. Telephone equipment mounting boards.
h. Small parts room - electrical.
i. Truck hoist lift - electrical.
j. Carpenter shop - electrical revision.
k. Electrical connection for Dyno-room.
l. Electrical connection for Grit-blast room.

July, 1981, at this time of the construction, all conduit should be in and wire should be completely pulled to all power panels and major electrical - mechanical units. This has not occurred due to the lateness of phase 2 precast structure, fragmented construction of building interior, and held-up by other subcontractor.

Morrison Electric Company had expected to receive written information pertaining to an extention of substantial completion schedule-date, which would accommodate phase 2 delay.

The mechanical contractor is moving swiftly with installation of their mechanical apparatus in the mechanical rooms. The lack of work space in these rooms prohibits Morrison Electric Company from making concurrent electrical installation. Those areas with dropped ceiling have been "rough-in" electrically and we are now waiting ceiling contractor to complete ceiling grid work.

The following items remain unresolved and causing further delay:

a. Conflict in transformer vault room with sprinkler piping.

b. Requirement for small parts room - electrical.

c. Conflict in mounting & design of an enormous amount of ceiling and wall mounted light fixtures.

d. Electrical connection design for many pieces of mechanical equipment.

e. Revision of electrical in carpenter shop.

f. Electrical connection of elevator control.

g. The physical positioning of owner provided mechanical equipment.

h. Installation conflict of 3000 wiremold.

i. Changes in telephone equipment mounting boards.

j. Utility company's direction to locate utility conduit stub-ups.

k. Conflict in the design of mechanical equipment and associated electrical.

l. Stop work order by State electrical inspector due to owner provided equipment not being U.L. approved.

m. Insufficient physical space to mount required electrical apparatus.

n. Lack of response from owner agent regarding requests of electrical equipment design.

o. There appears to be structural failure of building in northeast corner.

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
         and Operations Facility

Job Narrative

August, 1981, commercial power is finally being connected to Morrison Electric Company's provided main distribution equipment. This will allow testing of mechanical equipment as soon as connections are complete.

Diesel emergency generator was installed August 4, 1981, there still remains a dispute on the added costs.

Building settling in northeast corner, has increased resulting in damage to precast panels and falling rock and concrete. There is a definate concern for employees safety and main distribution equipment protection in this area.

It was brought to the electrical and mechanical subcontractors attention that there are major revisions to the fuel island, and fleet wash stations. Work has been discontinued pending owner's directions.

Site lighting which must be completed after final finish grade of exterior building, ground has not been started pending site contracors work.

The following items remain unresolved:

a. Owner provided equipment not in compliance with National Electrical Code.

b. The physical positioning of owner provided equipment.

c. Electrical design of electrical connections to many pieces of mechanical equipment.

d. Electrical desing changes to mount previous design - direct mount ceiling light fixtures.

e. U. L. approval for coiling door equipment.

f. Revision of lighting fixture layouts to relieve electrical mechanical conflicts.

g. Lack of electrical connections to many pieces of mechanical equipment.

h. Conflicts of mechanical equipment to the electrical power connections.

September, 1981, Morrison Electric Company can now begin their finish electrical work in mechanical rooms. The mechanical contractor is almost completed and the insulators are anxious to do their work after electrical is completed.

Major revisions in fuel station design have caused dispute due to reluctance to accept responsibility for additions and the costs.

There are no exterior lighting pole bases poured by Donald M. Drake Company. They say that the architects are changing the physical location. The Northeast end of the building continues to settle which is causing electrical power conduit racks to buckle. Also, there are signs now placed on basement and first floor stopping work in this area due to falling rock and associated hazards. The State is attempting to correct the problem through pressure core grouting. This will require Morrison Electric Company to remove the diesel generator in the defective area.

The earlier complaint which Morrison Electric Company voiced regarding the lack of mounting space for electrical equipment is an extreme reality in the wasted manhours to mount lighting fixtures in mechanical rooms. It appears that very little consideration was given to the mechanical and electrical interrelationship of these rooms.

The concept of working a swing shift was considered by Morrison Electric Company to accelerate the project due to additional work. Evening shift began on September 20, 1981.

At the end of September and the beginning of October, there were thirty-four major electrical areas pending owner-agent direction. This is now thirty days after projected substantial completion.

October, 1981, there continues to occur defects in electrical design which is further aggravated by impact of mechanical equipment which will not interface with electrical equipment.

Morrison Electric Company began the use of overtime on October 4, 1981 to further accelerate electrical connection to mechanical equipment.

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Job Narrative

Probably the major impact to the electrical installation during October is that electricians are being pulled to and fro through out entire building trying to make electrical connections for equipment now ready for power. This is work that has been extremely fragmented since the beginning of phase 3 installation.

In their desire to occupy the building, the County employees have moved in their employees and equipment which is causing phase 3 sub-contractors to work in and around much added equipment and larger groups of craftsmen.

The K-Line settlement continues to prevent necessary electrical work as well as changes in diesel generator equipment increasing scope of work to complete.

As of late October and the beginning of November there are still thirty-four (34) major electrical areas pending owner-agent directions.

There is an increasing demand for the required preliminary electrical punch list that Morrison Electric Company has requested since September, 1981.

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Job Narrative

November, 1981, because of many changes in vehicle spray booth, Morrison Electric Company has continued special crews to complete this area past expected date.

A stop work order placed on the electrical installation by the State Electrical Inspectors remains in effect due to owner provided equipment and installation area's incompatibility to the National Electrical Fire Codes.

Morrison Electric Company has taken the initiative in working with owner and their engineers to resolve problems which have been pending throughout the past months. All direct engineered changes are reviewed before submitting them to installation groups.

The following are work items still pending:

1. Vehicle Paint Booth, design will not meet Fire Marshal requirements. Waiting for PAE engineer changes.
   - a. Lights
   - b. Access
   - c. Interlocks
   - d. Change switch/electrical control

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Job Narrative

2. Repair of conduits and their supports, damaged from K-Line settlement. No change order by owner issued to cover expense to electrical contractor.

3. Sprinkler System, local fire station inter-tie, engineering or resolution needed from PAE.

4. Fuel Island electrical, PAE engineering did not provide for emergency shut-down of fuel pumps in case of fire. Their design will not meet "fire codes".

5. Grit Blast Equipment, was incorrectly designed on electrical drawings. The power requirements far exceeds what PAE had engineered. Also the correction proposed by PAE is unacceptable because they are attempting to supply a 100 amp load from lighting panel which may cause a "brown-out" condition. Morrison Electric Company sent a resolution to owner to correct problem.

6. Still waiting preliminary electrical punch list.

7. There is an error in electrical/mechanical drawings for the Fleet Wash, will require additional electrical design, wire and labor.

8. Landscape electrical has been held-up pending agreement with landscape contractor and State of Oregon on rock. This prevents Morrison Electric Company from making their electrical connections to exterior sprinkler equipment.

9. Owner-provided equipment in Carpenter Shop is incompatable with electrical design by PAE. Morrison Electric Company has suggested appropriate changes.

10. There remains owner-provided equipment that is not on job site. County requests "County connections" but to what equipment?!!

11. Morrison Electric Company has been requested to train County employees on new equipment. This is beyond scope of contract document. Morrison Electric Company will assist as much as possible without renumeration.

12. There remains a controversey between County, State and PAE regarding what welder outlet design should have been to accomodate owner supplied equipment.

13. There remains an error in engineering design for owner-provided equipment in Sign Shop.

14. The Oily Water Seperator can not be connected because there is a "State Electrical Stop Work Order", (no UL label).

15. There is a dispute on Main Shop Area lighting control, owner unhappy with electrical design; which placed control in a unacceptable location.

16. Incorrect electrical design of light in stairway #5.

17. AHU 8 and 9 will require further electrical design.

18. Administration Office lighting problems, dispute between owner and their consultants as to what lighting they feel is satisfactory. Morrison Electric Company will provide when given directions.

19. Design of electrical outlets for Cory Vac was not defined to meet mehchanical installation, Morrison Electric Company will have to install additional cord connections from many of these units.

20. Owner feels there is a duplication in electrical lighting for West Boundry of facility that is not required. They have requested Morrison Electric Company to disconnect these lights.

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Job Narrative

December, 1981, there appears to be a growing dispute between owner and their electrical/mechanical consultants. The lack of correct electrical/mechanical design by PAE is holding up County employees from accomplishing their daily work requirements. Direct discussion with County employees resulted in information that the County may go ahead with their equipment/electrical/mechanical needs and by-pass engineering and phase 3 construction personnel. These includes such items as Carpentry Shop, Grit Blast, Main Shop equipment. Morrison Electric Company has offered suggestions on how to correct these building design defects.

1. Vehicle Paint Booth, still in dispute electrical/mechanical design not meeting Fire Marshal acceptance.
2. Still waiting on electrical design for Sprinkler System to local fire station inter-tie.
3. The County has reviewed Morrison Electric Company's evaluation of engineer's Grit Blast connections and they are in dispute with PAE.
4. Morrison Electric Company finally received a preliminary (substantial completion) punch list. We expressed our displeasures to owner/agent because of list being incomplete and inspectors not reviewing job prints to acquaint himself

with "As Built Job". Morrison Electric Company will begin begin actual corrections immediately.

5. Exterior lights at Fuel Station must be changed because engineers in previous addendum changed the motor control center voltage. No electrical engineer follow-up or changes. Morrison Electric Company will place order for new fixture of correct voltage.

6. Still unable to complete outside site electrical because of previous hold-up by landscape contractor. This will also delay Ramp Lighting since this is designed feeder conduits.

7. Dispute continues on required welder outlets versus owner-provided equipment.

8. There continues a dispute on electrical design of East Ramp Door.

9. There is a juridistual dispute as to who is to provide Fuel Island compressor starter. PAE to review their design records and respond.

10. Still no answer from PAE on engineer designed correction for basement light control.

11. Morrison Electric Company has still not received answer or direction of East Ramp Door problem, PAE still reviewing.

12. Still awaiting confirmation on Fuel Island compressor starter from owner consultants.

13. Morrison Electric Company has completed the electrical punch list from PAE and asked that final punch list be made.

14. Correction of building settlement along K-Line by owner/agent have caused a severe filth problem throughout building but much greater in power main distribution area. Informal discussion with General Contractor has not provided answer to

to this unwarranted mess.

15. Electrical requirement for Computer Room were found to be substantually different from that which had been requested by computer people to PAE during design phase. Morrison Electric Company will provide correct wiring as directed by computer people.

16. Received final punch list from PAE engineering. This list appears on surface that man who made inspection has very little knowledge of job or actual engineering specifications. A letter addressing our complaint, placed in return mail. These items which require actual change or correction will be undertaken immediately.

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Job Narrative

January 12, 1982, received a letter regarding punch list from Oregon State Highway Division through Donald M. Drake Company. Morrison Electric Company responded with letter same date. The letter defined the major concerns.

January 27, 1982, Morrison Electric Company met directly with Donald M. Drake Company to discuss the vindictive request of PAE and the Oregon State Highway Division. Donald M. Drake Company will set-up meeting with interested parties to attempt resolution.

February 3, 1982, meeting with State of Oregon and their consultants. Morrison Electric Company presented information as to disputed punch list items. Oposing information was encouraged by Oregon State Highway Division from their consultant PAE who responded in large measure that punch list was his intent for this project and therefore required no further explanation. The State will hold seperate meeting and respond. Minutes of meeting attached.

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Job Narrative

February 18, 1982, Morrison Electric Company received letter dated 2-17-82, reference No. 2, whereby the punch list had been reduced by the owner to three (3) items:

Item 1-C jacket motor connection
Item 1-E seperate green insulated ground conductor
Item 97 h, pg 10 HOAS

Morrison Electric Company responded with letter dated 3-18-82, stating that further evaluation had been made of their punch list request. Many of the items they wanted changed were those they had previously designed and approved. Did they in fact want Morrison Electric Company now to change these again? Also again asking where the owner wished Morrison Electric Company to install HOAS's.

March 25, 1982, Morrison Electric Company called Donald M. Drake Company explained no information received on our letter dated 3-18-82. Donald M. Drake Company stated they would again try to set meeting with owner/agent in near future.

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Job Narrative

March 30, 1982, Morrison Electric Company met with PAE for walk through of Multnomah County Maintenance & Operation Facility. Mr.Nielsen said he will send list of items to change through owner.

April 19, 1982, received letter from Donald M. Drake Company directing Morrison Electric Company to complete electrical punch list as per reference No. 2 confirmation and reference No. 3.

Morrison then began further evaluation of equipment to be changed, manpower and material required and resultant interruption to Multnomah County Maintenance & Operation Facilities.

May 10, 1982, letter sent to Donald M. Drake Company asking for identification of specific items of Mr. Nielsen's requests which have no definition in either written specifications or blue prints.

May 13, 1982, 5:30 P.M. received a hand carried letter from the Donald M. Drake Company dated 5-13-82, intentions regarding completion of punch list.

May 14, 1982, Morrison Electric Company responded with letter stating that Morrison Electric Company is ready to respond to demand by owner regarding electrical punch list. Also warning that these may be problems resulting in the engineer's punch list that may invalidate Morrison Electric Company's "State of Oregon Electrical Inspection Completion Certificate".

PUNCH LIST SUMMARY

The foregoing items of complaint as shown on the final punch list should receive additional consideration as follows:

> Throughout the construction period beginning in October, 1980, and progressing through December 31, 1981, there were on the job site:
>
> 1. Oregon State Highway employees - construction inspectors.
> 2. Represenative from PAE - mechanical & electrical inspector.
> 3. Represenative from Zimmer, Gunsul & Frasca.
> 4. Oregon State Electrical Inspection Bureau.

The first three (3) mentioned above were there to inspect construction for application to job specifications and drawings. The fourth (4th) - Oregon State Electrical Inspectors were there to inspect for construction application to National Electrical Code. Since this project has been final approved by the State of Oregon Electrical Bureau and

and Morrison Electric Company was issued a State of Oregon Electrical Inspection Completion Certificate we will dispense with that activity.

Our concern at this time regards conflict resulting from "intent" of contract documents. This conflict falls within the responsibility of the State Highway inspecting group, P.A.E. engineering inspectors, and Morrison Electric Company.

Prior to the final punch list by Sid Nielsen of P.A.E., Morrison Electric Company was unaware of any defects in their electrical installation regarding the three (3) disputed punch list items. There were numerous change orders that were proposed, discussed, approved, and performed under direct supervision of State of Oregon Highway engineer's representatives in the very same manner as was the electrical for the original contract. The State Highway employees now state that Morrison Electric Company is in violation of contract specifications.

These three (3) items of dispute, the first being 1.C "all flexible conduits motor connections observed in building was non jacketed". This statement is incorrect. Morrison Electric Company installed liquid-tight flexible metal conduit where specified by National Electrical Code. This installation was also in conformity with MCMOF specifications Section 16100, page 6, paragraph 2-B, which states, "Exposed motor wiring shall be jacketed metallic flex with a minimum 6" slack loop".

The National Electrical Code states in Section 351.4-A, "The use of liquid-tight flexible metal conduit shall be permitted for both exposed and concealed work, where conditions of installation, operations, or maintenance require flexibility or protection from liquids, vapors, or solids". "Liquid-tight flexible metal conduit shall not be used where subject to physical damage". All flexible conduit motor connections were installed in compliance with the above sections prior to engineers final punch list.

The second item 1.E, "all power branch circuits to motor do not have a seperate green insulated ground conductor per Section 16000". This statement is incorrect. Morrison Electric Company had installed green insulated ground conductors to "ALL" branch circuits to motors as shown on contract document drawings. There were as later defined by Sid Nielsen of P.A.E. many ommissions by P.A.E. of ground conductors from the contract document drawings of which he now wished to include in the electrical installation.

The third item 97.H, page 10, "Hand Off Auto Switches and red running lights are not in evidence on motor starters". This statement is incorrect. Morrison Electric Company did supply motor starters as defined in specifications 16160, 2.1 paragraph B with switches and pilot lights. The dispute occurred when Sid Nielsen of P.A.E. stated that it was his intent that the motor control center of Section 16920 were required to have hand off auto switches and red running pilot lights. Section 16920, 2.1 paragraph B clearly states, "starters shall be combination type, plug-in units with magnetic only circuit breakers". There is absolutely no reference to hand off switches or red running lights in this section.

Further an indepth inspection of contract drawings will reveal that there were none of these items shown on any of these drawings.

An inspection of equipment submital drawings from the manufacture and approved by P.A.E. engineering will also reveal that P.A.E. did not include these items in the motor control center installation. It was not until Johnson Control Company began preparing their drawings for heating and ventilating equipment control was anyone made aware of the ommission of these items by P.A.E.

Finally an inspection of contract specifications Section 15900, "Controls and Instrumentation", Part 2 - Products, paragraph 2.1 - 2 states, "provide all supplementary electric or electronic devices as maybe required for operation. Paragraph 2.1 - 3 "provide all equipment, installation and accessories as required but not necessarily specified to accomplish the operation as described".
Section 15900 paragraph 3.1 - G Electrical, "Control Contractor shall coordinate with mechanical and electrical drawings and specifications and provide all wiring relating to the control system not specifically called out".

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Job Narrative

The confusion as to what Mr. Nielsen of P.A.E. intent was, not only confused Morrison Electric Company, the State of Oregon Highway employees who were inspecting the electrical installation, and Wally Sherman of P.A.E.; but also the manufacturer of the control centers that are now in dispute. Reference to attached letter from Gould, Inc. to Taylor Electric Supply Company dated June 4, 1982.

As previously stated Morrison Electric Company was willing to accept direction under paragraph 58 of contract. The electrical punch list has now been completed with exception of the Hand-Off Auto Switches, which are being provided and installed by Gould, Inc. at no further expense to Morrison Electric Company. These units are to be installed no later than July 2, 1982.

Under direction of the Donald M. Drake Company we have complied with PAE's "intented" electrical punch list. There are unwarranted and unrecovered labor and material expense associated with this direction. These expenses are detailed on Amended Invoice No. 07071 dated 6-28-82 and included in unrecovered labor claim as Event #13 and associated appendixes.

EVENTS OF UNRECOVERED LABOR

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

EVENT #1. Cost due to the electrical drawings and furnished equipment drawings were deficient or contained erroneous information and some drawings were never provided.

October 1980, through December, 1981. See Appendix A-1

TOTAL ADDITIONAL COST $43,286.12

EVENT #2. Roofing Strike, January 12, 1981, through March, 1981. Four (4) months ripple effect. See Appendix A-2

TOTAL ADDITIONAL COST $275.09

EVENT #3. Cost due to being required to perform portions of our work out of normal anticipated construction sequence, by having to proceed with the installation of in-slab and underground conduit in a disruptive sequence and the above ground electrical installation prior to completion of building structure.

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Events of Unrecovered Labor

As the building structure "precast" was excessivly delayed and construction was done out of sequence our crews were continually moved to install the underground slab electrical and then to above ground electrical in the areas as they became available and not in a normal order. Work done during this time was done in a "piece-meal" manner with nothing being able to be completed and with continual interference with other crafts also performing their work out of sequence.

These additional costs began in November, 1980, and continued through October, 1981. See Appendix A-3

TOTAL ADDITIONAL COST $22,251.03

EVENT #4. Phase 2 completion - late completion of structural precast work has caused all subcontractors of phase 3 to accelerate the phase 3 installation to meet substantial completion date of August 31, 1981. This late completion is a major unwarranted cost effect which will ripple through phase 3 construction being a predominate factor in each area of unrecovered labor.

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Events of Unrecovered Labor

EVENT #5. Construction interference was directly attributable to building design changes, equipment changes such as diesel emergency generator, lighting, and owner provided equipment which could not be connected due to late receipt or would not meet National Electrical Code. Construction interference began on February 12, 1981, and continued to December 31, 1981. See Appendix A 5-A & Appendix A 5-B.

A. February 12, 1981 - August 4, 1981:TOTAL ADDITIONAL COST $ 2,322.08
B. August 4, 1981 - December 31, 1981:TOTAL ADDITIONAL COST $15,701.10

EVENT #6. Interruption due to change orders, force accounts and extra work orders.

Change orders and extra work requests made by the owner under a "specific time contract", placed the subcontractor in a compromised position unless there is an increase in the construction time period commensurate with the request of the owner. There were at least ninety-eight (98) seperate extra work requests made on the electrical subcontractor for this project. The absence of these time extentions caused, in some degree, the following:

a. Loss of production due to larger crew size.
b. Interference to "contract" electrical work and other subcontractor work.
c. Excessive staff and field supervision time to coordinate added work with present construction.

See Appendix A-6

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Events of Unrecovered Labor

Our unrecovered cost of these requests began in November, 1980, and continued through December, 1981. See Appendix A 6

TOTAL ADDITIONAL COST $21,615.60

EVENT #7. Site excavation and back-fill, lack of grading of site to an acceptable grade, also back-fill around building structure as required caused added cost from October 1, 1980 thru November 30, 1981. See Appendix A-7

TOTAL ADDITIONAL COST $5,341.09

EVENT #8. Mechanical rooms access were blocked by other contractors during scheduled electrical installation period which then prevented Morrison Electric Company from making electrical connections timely. Obstruction began in January, 1981, and affected the electrical construction through November, 1981. See Appendix A-8

TOTAL ADDITIONAL COST $5,268.70

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Events of Unrecovered Labor

EVENT #9. Owner Occupancy, costs due to performing our work in areas into which the owner has moved their equipment or in which owner employees are working. Despite the fact that the building structure was severly delayed and the electrical work could not have been performed. Move-in dates by County were unrealistic in comparison to total job completion. County began move-in on October 19, 1981, and continued thru December 31, 1981. See Appendix A-9

TOTAL ADDITIONAL COST $1,747.22

EVENT #10. Overtime, evening shift and larger crews, costs due to being required to work overtime, evening shift, and maintain larger crew structure than anticipated with resultant overall inefficiency to accelerate project began April 1, 1981, and continued through November 30, 1981. See Appendix A- 10-A & A- 10-B

A. April 1, 1981 - July 31, 1981:TOTAL ADDITIONAL COST $1,288.78
B. September 1, - Nov. 31, 1981:TOTAL ADDITIONAL COST $18,867.21

Events of Unrecovered Labor

EVENT #11. Owner employee interference, cost due to owner directing their electricians in work project that interfered with Morrison Electric Company electricians and installation period. This began October 19, 1981, continued through December, 1981. See Appendix A-11

TOTAL ADDITIONAL COST	$877.44

EVENT #12. K-Line settlement of building structure, cost due to being required to perform work in areas considered unsafe by electrical employees. Then work stopped for owner agent to make repair and finally working our electricians in uncleaned areas which resulted from pressure grouting. Settling of building began in July, 1981, and interference continued through December 31, 1981. See Appendix A-12

TOTAL ADDITIONAL COST	$10,654.43

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

Events of Unrecovered Labor

EVENT #13. Disputed electrical punch list, items 1.C and 1.E. These costs were incurred to make changes in motor grounding and conduits to electrical motors as later "intented" by owner/agent PAE. Work began May 24, 1982 through June 28, 1982. See Amended Appendix A 13-A and Amended Appendix A 13-B.

TOTAL AMENDED ADDITIONAL COST	$14,683.23
TOTAL OF ALL ADDITIONAL COST OF EVENTS # 1 - 13:	$164,179.12

PREFIX
TO THE APPENDIX OF THE EVENTS OF UNRECOVERED LABOR

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

The inefficiency factors which we have applied to our total contract labor for the periods of time involved in each Event 1 - 3 and 5 - 12 are by necessity judgemental in nature. Event #4, which was late completion of precast construction under Phase 2 contract must share a major percentage of each of Events 1 - 3 and 5 - 12.

The assigned percentages for inefficiency represent our best judgement as to the amount each of the items impacted our overall crew efficiency. We feel they present as nearly as possible our actual additional loss incurred.

DONALD M. DRAKE COMPANY

APPENDIX A-1

Subject: Multnoman County Maintenance
and Operations Facility

CRAFT	TOTAL MAN HOURS EXPENDED	LOSS OF EFFICIENCY FACTOR	LOSS OF MAN HOURS	ADDITIONAL MAN HOURS EXPENDED	RATE	AMOUNT
GENERAL FOREMAN	375½	8%	30.04	30.04	$33.82	$ 1,015.95
FOREMAN	2,628		210.24	210.24	31.32	6,584.71
JOURNEYMAN	10,280		822.4	822.4	28.81	23,693.34
7th APPRENTICE	3½		.28	.28	23.79	6.66
6th	39½		3.16	3.16	21.29	67.27
5th	900½		72.04	72.04	18.74	1,350.02
4th	1,609½		128.76	128.76	17.49	2,252.01
3rd	1,235½		98.84	98.84	16.24	1,605.16
2nd	838		67.04	67.04	14.99	1,004.92
1st	55		4.4	4.4	13.65	60.06

Total Cost	$37,640.10
Mark-Up 15%	5,646.02
TOTAL ADDITIONAL SUM	$43,286.12

EVENT #1: Cost due to the fact the electrical drawings and furnished equipment drawings were deficient or contained erroneous information and some drawings were never provided.

October 1980 through December 1981

APPENDIX A-2

DONALD M.DRAKE COMPANY

Subject: Multnoman County Maintenance
and Operations Facility

CRAFT	TOTAL MAN HOURS EXPENDED	LOSS OF EFFICIENCY FACTOR	LOSS OF MAN HOURS	ADDITIONAL MAN HOURS EXPENDED	RATE	AMOUNT
GENERAL FOREMAN		.5%			$33.82	
FOREMAN	300		1.5	1.5	31.32	46.98
JOURNEYMAN	958		4.79	4.79	28.81	137.99
7th APPRENTICE					23.79	
6th					21.29	
5th					18.74	
4th	308		1.54	1.54	17.49	27.63
3rd	26		.13	.13	16.24	2.11
2nd	327		1.635	1.635	14.99	24.50
1st					13.65	

Total Cost	$239.21
Mark-Up 15%	35.88
TOTAL ADDITIONAL SUM	$275.09

EVENT #2: Roofing Strike. Four (4) months ripple effect.

January 12, 1981 through March 1981

APPENDIX A -3

DONALD M.DRAKE COMPANY

Subject: Multnoman County Maintenance
and Operations Facility

CRAFT	TOTAL MAN HOURS EXPENDED	LOSS OF EFFICIENCY FACTOR	LOSS OF MAN HOURS	ADDITIONAL MAN HOURS EXPENDED	RATE	AMOUNT
GENERAL FOREMAN	333½	4.5%	15.0	15.0	$33.82	$ 507.55
FOREMAN	2,445		110.025	110.025	31.32	3,445.98
JOURNEYMAN	9,363		421.35	421.35	28.81	12,138.66
7th APPRENTICE	3½		.1575	.1575	23.79	3.75
6th	39½		1.7775	1.7775	21.29	37.84
5th	706		31.77	31.77	18.74	595.36
4th	1,531		68.895	68.895	17.49	1,204.97
3rd	1,116		50.22	50.22	16.24	815.57
2nd	838		37.71	37.71	14.99	565.27
1st	55		2.475	2.475	13.65	33.78

Total Cost	$19,348.73
Mark-Up 15%	2,902.30
TOTAL ADDITIONAL SUM	$22,251.03

EVENT #3: Cost due to being required to perform portions of our work out of normal anticipated construction sequence.

November 1, 1980 throught October 31. 1981

APPENDIX A- 5-A

DONALD M.DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

CRAFT	TOTAL MAN HOURS EXPENDED	LOSS OF EFFICIENCY FACTOR	LOSS OF MAN HOURS	ADDITIONAL MAN HOURS EXPENDED	RATE	AMOUNT
GENERAL FOREMAN		1%			$33.82	
FOREMAN	913½		9.14	9.14	31.32	$ 286.26
JOURNEYMAN	4,671½		46.72	46.72	28.81	1,346.00
7th APPRENTICE					23.79	
6th					21.29	
5th	177½		1.78	1.78	18.74	33.36
4th	852½		8.53	8.53	17.49	149.19
3rd	558		5.58	5.58	16.24	90.62
2nd	758½		7.59	7.59	14.99	113.77
1st					13.65	

EVENT #5-A: Interference was directly attributable to building design changes, equipment changes, lighting, and owner provided equipment which was not received on schedule.

February 12, 1981 through August 4, 1981

Total Cost	$2,019.20
Mark-Up 15%	302.88
TOTAL ADDITIONAL SUM	$2,322.08

APPENDIX A- 5-B

DONALD M.DRAKE COMPANY

Subject: Multnoman County Maintenance
and Operations Facility

CRAFT	TOTAL MAN HOURS EXPENDED	LOSS OF EFFICIENCY FACTOR	LOSS OF MAN HOURS	ADDITIONAL MAN HOURS EXPENDED	RATE	AMOUNT
GENERAL FOREMAN	375½	5%	18.775	18.775	$33.82	$ 634.97
FOREMAN	1,394½		69.725	69.725	31.32	2,183.78
JOURNEYMAN	6,106		305.3	305.3	28.81	8,795.69
7th APPRENTICE					23.79	
6th	39½		1.975	1.975	21.29	42.05
5th	883		44.15	44.15	18.74	827.37
4th	591		29.55	29.55	17.49	516.83
3rd	803½		40.175	40.175	16.24	652.44
2nd					14.99	
1st					13.65	

Total Cost	$13,653.13
Mark-Up 15%	2,047.97
TOTAL ADDITIONAL SUM	$15,701.10

EVENT #5-B: Interference was directly attributable to building design changes, equipment changes, lighting, and owner provided equipment which was not received on schedule.

August 4, 1981 through December 31, 1981

APPENDIX A-6

DONALD M.DRAKE COMPANY

Subject: Multnoman County Maintenance
and Operations Facility

CRAFT	TOTAL MAN HOURS EXPENDED	LOSS OF EFFICIENCY FACTOR	LOSS OF MAN HOURS	ADDITIONAL MAN HOURS EXPENDED	RATE	AMOUNT
GENERAL FOREMAN	375½	4%	15.02	15.02	$33.82	$ 507.98
FOREMAN	2,628		105.12	105.12	31.32	3,292.36
JOURNEYMAN	10,292		411.68	411.68	28.81	11,860.50
7th APPRENTICE	3½		.14	.14	23.79	.46
6th	39½		1.58	1.58	21.29	33.64
5th	854		34.16	34.16	18.74	640.16
4th	1,609½		64.38	64.38	17.49	1,126.00
3rd	1,235½		49.42	49.42	16.24	802.58
2nd	838		33.52	33.52	14.99	502.46
1st	55		2.2	2.2	13.65	30.03

Total Cost	$18,796.17
Mark-Up 15%	2,819.43
TOTAL ADDITIONAL SUM	$21,615.60

EVENT #6: Interference due to change orders, force accounts and extra work orders.

November 1980 through December 1981

APPENDIX A-7

DONALD M.DRAKE COMPANY

Subject: Multnoman County Maintenance
and Operations Facility

CRAFT	TOTAL MAN HOURS EXPENDED	LOSS OF EFFICIENCY FACTOR	LOSS OF MAN HOURS	ADDITIONAL MAN HOURS EXPENDED	RATE	AMOUNT
GENERAL FOREMAN	375½	1%	3.755	3.755	$33.82	$ 126.99
FOREMAN	2,573		25.73	25.73	31.32	805.86
JOURNEYMAN	10,159½		101.595	101.595	28.81	2,926.95
7th APPRENTICE	3½		.035	.035	23.79	.83
6th	39½		.395	.395	21.29	8.40
5th	854½		8.545	8.545	18.74	160.13
4th	1,609½		16.095	16.095	17.49	281.50
3rd	1,235½		12.355	12.355	16.24	200.64
2nd	838		8.38	8.38	14.99	125.62
1st	55		.55	.55	13.65	7.51

Total Cost	$4,644.43
Mark-Up 15%	696.66
TOTAL ADDITIONAL SUM	$5,341.09

EVENT #7: Site excavation and back-fill, lack of grading of site to an acceptable grade, also back-fill around building structure as required caused added cost.

October 1, 1980 through November 30, 1981

APPENDIX A-8

DONALD M.DRAKE COMPANY

Subject: Multnoman County Maintenance
and Operations Facility

CRAFT	TOTAL MAN HOURS EXPENDED	LOSS OF EFFICIENCY FACTOR	LOSS OF MAN HOURS	ADDITIONAL MAN HOURS EXPENDED	RATE	AMOUNT
GENERAL FOREMAN	375½	1%	3.76	3.76	$33.82	127.16
FOREMAN	2,468½		24.69	24.69	31.32	773.29
JOURNEYMAN	10,081		100.81	100.81	28.81	2,904.34
7th APPRENTICE					23.79	
6th	39½		.40	.40	21.29	8.52
5th	854½		8.55	8.55	18.74	160.23
4th	1,609½		16.10	16.10	17.49	281.59
3rd	1,235½		12.36	12.36	16.24	200.73
2nd	838		8.38	8.38	14.99	125.62
1st					13.65	

EVENT #8: Mechanical rooms access were blocked by other contractors during scheduled electrical installation period which then prevented Morrison Electric Company from making electrical connections timely.

January, 1981 through November, 1981

Total Cost	$4,581.48
Mark-Up 15%	687.22
TOTAL ADDITIONAL SUM	$5,268.70

APPENDIX A-9

DONALD M. DRAKE COMPANY

Subject: Multnoman County Maintenance
and Operations Facility

CRAFT	TOTAL MAN HOURS EXPENDED	LOSS OF EFFICIENCY FACTOR	LOSS OF MAN HOURS	ADDITIONAL MAN HOURS EXPENDED	RATE	AMOUNT
GENERAL FOREMAN	122	2%	2.44	2.44	$33.82	$ 82.52
FOREMAN	523½		10.47	10.47	31.32	327.92
JOURNEYMAN	1,513		30.26	30.26	28.81	871.79
7th APPRENTICE					23.79	
6th					21.29	
5th	266½		5.33	5.33	18.74	93.22
4th	227		4.54	4.54	17.49	79.40
3rd	198½		3.97	3.97	16.24	64.47
2nd					14.99	
1st					13.65	

Total Cost	$1,519.32
Mark-Up 15%	227.90
TOTAL ADDITIONAL SUM	$1,747.22

EVENT #9: Costs due to performing work in areas into which the owner has moved their equipment or in which owner employees are working.

October 19, 1981 through December 31, 1981

APPENDIX A-10-A

DONALD M.DRAKE COMPANY

Subject: Multnoman County Maintenance
and Operations Facility

CRAFT	TOTAL MAN HOURS EXPENDED	LOSS OF EFFICIENCY FACTOR	LOSS OF MAN HOURS	ADDITIONAL MAN HOURS EXPENDED	RATE	AMOUNT
GENERAL FOREMAN		.007			$33.82	
FOREMAN	657½		4.6025	4.6025	31.32	$ 144.15
JOURNEYMAN	3,823½		26.7645	26.7645	28.81	771.08
7th APPRENTICE					23.79	
6th					21.29	
5th	161½		1.1305	1.1305	18.74	21.18
4th	599		4.193	4.193	17.49	73.34
3rd	519		3.633	3.633	16.24	58.99
2nd	495		3.465	3.465	14.99	51.94
1st					13.65	

Total Cost	$1,120.68
Mark-Up 15%	168.10
TOTAL ADDITIONAL SUM	$1,288.78

EVENT #10-A: Costs due to being required to work overtime, evening shift, and maintain larger crew structure than anticipated.

April 1, 1981 through July 31, 1981

APPENDIX A-10-B

DONALD M.DRAKE COMPANY

Subject: Multnoman County Maintenance
and Operations Facility

CRAFT	TOTAL MAN HOURS EXPENDED	LOSS OF EFFICIENCY FACTOR	LOSS OF MAN HOURS	ADDITIONAL MAN HOURS EXPENDED	RATE	AMOUNT
GENERAL FOREMAN	375½	8%	30.04	30.04	$33.82	$ 1,015.95
FOREMAN	1,239½		99.16	99.16	31.32	3,105.69
JOURNEYMAN	4,315		345.2	345.2	28.81	9,945.21
7th APPRENTICE					23.79	
6th	39½		3.16	3.16	21.29	67.27
5th	582		46.56	46.56	18.74	872.53
4th	543		43.44	43.44	17.49	759.76
3rd	492½		39.40	39.40	16.24	639.86
2nd					14.93	
1st					13.65	

EVENT #10-B: Costs due to being required to work overtime, evening shift, and maintain larger crew structure than anticipated.

September 1, 1981 through November 31, 1981

Total Cost	$16,406.27
Mark-Up 15%	2,460.94
TOTAL ADDITIONAL SUM	$18,867.21

APPENDIX A-11

DONALD M.DRAKE COMPANY

Subject: Multnoman County Maintenance
and Operations Facility

CRAFT	TOTAL MAN HOURS EXPENDED	LOSS OF EFFICIENCY FACTOR	LOSS OF MAN HOURS	ADDITIONAL MAN HOURS EXPENDED	RATE	AMOUNT
GENERAL FOREMAN	122	1%	1.22	1.22	$33.82	41.26
FOREMAN	523½		5.235	5.235	31.32	163.96
JOURNEYMAN	1,513		15.13	15.13	28.81	435.89
7th APPRENTICE					23.79	
6th					21.29	
5th	266½		2.665	2.665	18.74	49.94
4th	227		2.27	2.27	17.49	39.70
3rd	198½		1.985	1.985	16.24	32.24
2nd					14.99	
1st					13.65	

EVENT #11: Cost due to owner directing their electricians in work project that interfered with Morrison Electric Company electricians and installation period.

October 19, 1981 through December 1981

Total Cost	$ 762.99
Mark-Up 15%	114.45
TOTAL ADDITIONAL SUM	$ 877.44

APPENDIX A-12

DONALD M.DRAKE COMPANY

Subject: Multnoman County Maintenance and Operations Facility

CRAFT	TOTAL MAN HOURS EXPENDED	LOSS OF EFFICIENCY FACTOR	LOSS OF MAN HOURS	ADDITIONAL MAN HOURS EXPENDED	RATE	AMOUNT
GENERAL FOREMAN	375½	3%	11.265	11.265	$33.82	$ 380.98
FOREMAN	1,580½		47.415	47.415	31.32	1,485.04
JOURNEYMAN	7,051½		211.545	211.545	28.81	6,094.61
7th APPRENTICE					23.79	
6th	39½		1.19	1.19	21.29	25.34
5th	900½		27.015	27.015	18.74	506.26
4th	699		20.97	20.97	17.49	366.76
3rd	818		24.54	24.54	16.24	398.53
2nd	16		.48	.48	14.99	7.20
1st					13.65	

Total Cost	$9,264.72
Mark-Up 15%	1,389.71
TOTAL ADDITIONAL SUM	$10,654.43

EVENT #12: Cost due to being required to perform work in areas considered unsafe by electrical employees. Then work stopped for owner to make repair.

July 1981 through December 31, 1981

AMENDED
APPENDIX A 13-A
DISPUTED PUNCH LIST
ITEMS 1.C and 1.E

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

CRAFT	TOTAL MAN HOURS EXPENDED	RATE	AMOUNT
GENERAL SUPERVISOR	31	$37.50	$1,162.50
GENERAL FOREMAN			
FOREMAN			
JOURNEYMAN	238	29.02	6,906.76
APPRENTICE 7th	17	23.94	406.98
APPRENTICE 1st	22	13.79	303.38
MATERIAL HANDLER	32	9.60	307.20
		TOTAL LABOR COST	$9,086.82
		ZONING - 24 Man-Days @ $6.00 per day	144.00
		MARK-UP 15%	1,384.62
		TOTAL ADDITIONAL SUM	$10,615.44

EVENT #13-A: Disputed Punch List
Items 1.C and 1.E
May 24, 1982 through June 28, 1982

AMENDED

APPENDIX A 13-B

DISPUTED PUNCH LIST
ITEMS 1.C AND L.E

DONALD M. DRAKE COMPANY

Subject: Multnomah County Maintenance
and Operations Facility

305'	1/2" Sealtite Flex	$ 369.05
30'	3/4" Sealtite Flex	47.78
106'	1/2" Sealtite Straight Connectors	133.56
6	3/4" Sealtite Straight Connectors	10.80
106'	1/2" Sealtite Flex 90°	206.70
4	3/4" Sealtite Flex 90°	11.92
20,960'	#12 THHN - Green, Yellow, & Orange	1,204.00
1,000	#10 THHN - Green	95.98
500'	# 8 THHN - Green	79.82
750'	# 6 THHN	177.58
60'	# 4 Bare Copper	13.38
204'	Ground Clips	18.86
30	Ground Pigtails	22.30
200	Ground Screws	7.20
316	Wirenuts	18.96
8 Qts.	Wire Lubricate	22.40
400	Tie-Wraps	15.96
4	Ground Buss Bars	13.00
500'	#431 Greenlee Pull Twine	15.00
11-Rolls	Scotch 44 Tape	19.80
100	8/32 Sheet Metal Screws	4.60
	Material Cost	$2,508.65
152 Hours	Scissor Lifts @ $5.00 per Hour	760.00
18 Days	Vehicles @ $14.92 per day 1978 Chevrolet 3/4 T Pickup 1976 Ford 3/4 T. Van 1978 Chevrolet 3/4 T Van	268.56
	TOTAL COST	$3,537.21
	MARK-UP 15%	530.58
	TOTAL ADDITIONAL SUM	$4,067.79

EVENT #13-B: Disputed Punch List
Items 1.C and 1.E
May 24, 1982 through June 28, 1982

Morrison ELECTRIC COMPANY

• Appliances • Factory Service • Repairing • Contract Wiring

4834 S E DIVISION ST — PORTLAND, OREGON 97206

[redacted]

PLEASE REMIT TO: P.O. Box 230083, Portland, Oregon 97223

[redacted]

PHONE 235-6683

SOLD TO

DONALD M. DRAKE COMPANY
1740 N. W. Flanders St.
Portland, Oregon 97209

DATE JUNE 11, 1982
BILLING AND SHIPPING INST. CHARGE
JOB NO.
DEALER REQN. NO.
INVOICE DATE 6-11-82
INVOICE NO. #07039
TERMS NET

JOB LOCATION: MULTNOMAH COUNTY MAINTENANCE & OPERATIONS
1620 S.E. 190th., Portland, Oregon

Reference: Disputed Punch List
Items 1,C and 1.E

Installation of Sealtite flex and additional ground wires as "intented" by Peterson Associated Engineers, Inc. and as directed by Donald M. Drake Company of Morrison Electric Company.

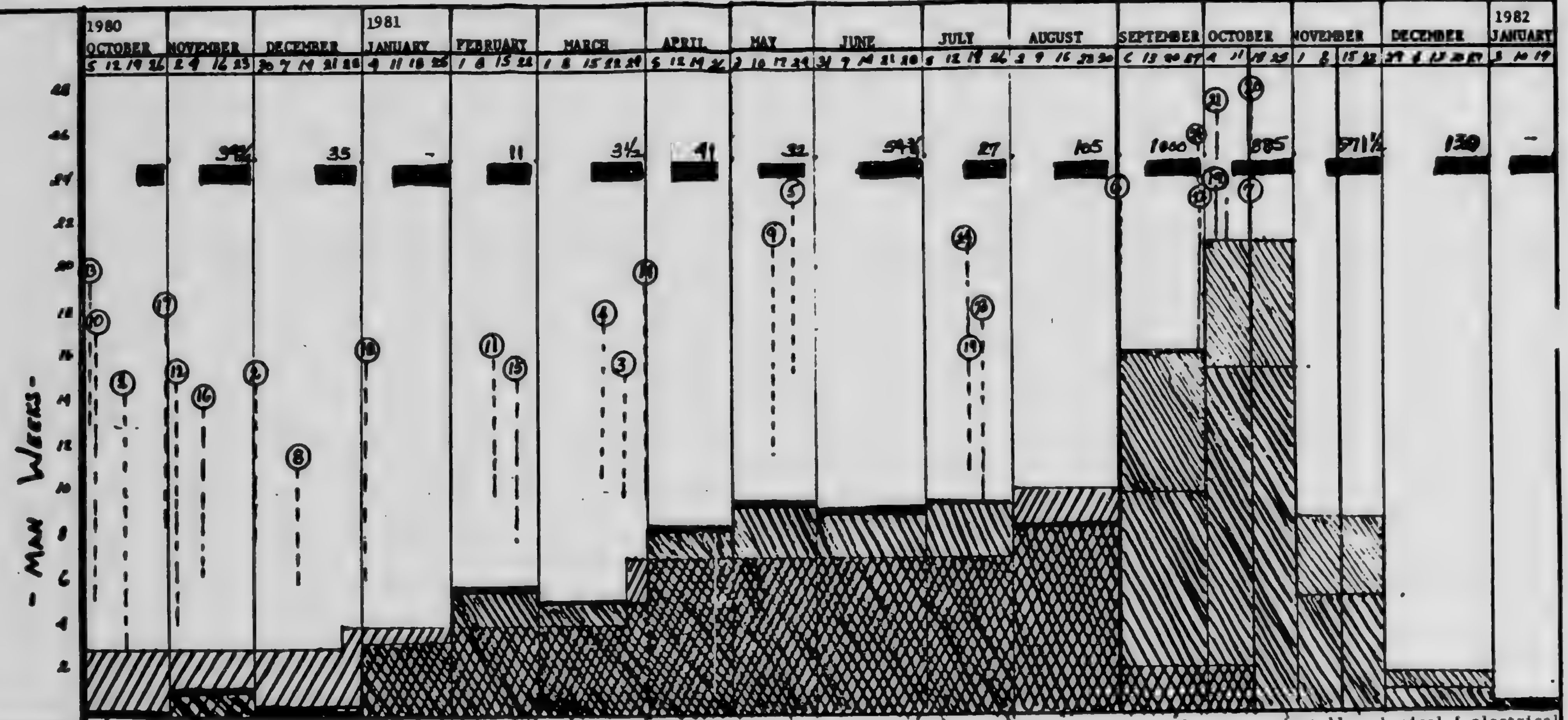
Material	$2,438.97	
Labor	8,273.86	
* Scissor Lifts	760.00	
* Vehicles	253.64	
* Zoning	126.00	
Mark-Up 15%	1,777.87	
TOTAL		$13,630.34

* Scissor Lifts:
152 Hours @ $5.00 per Hour

* Vehicles: 17 Days @ $14.92 per day
1978 Chevrolet 3/4 T Van
1978 Chevrolet 3/4 T Pickup
1976 Ford 3/4 T Van

* Zoning:
21 man days @ $6.00 per day

Service charge of 1½% on past due balances, Annual percent[illegible]



ACTUAL MANPOWER LOADING ELECTRICAL CONTRACT

MORRISON ELECTRIC CO

▨ EXTRA-
▨ ACTUAL
▨ PROJECTED

DATE JAN. 15, 1982

EVENTS

1. Beginning of electrical installation-start of Site Utilities - Projected by DMD.
2. Beginning of building Slab-Work-Projected by DMD.
3. Beginning of main building Rough-in Work, Projected by DMD.
4. Building to be ready for above Slab work, Projected by DMD.
5. Completion of In-Slab-Work, Projected by DMD.
6. Scheduled substantial completion.
7. Scheduled final completion.
8. 50% of underground (slab) work would have been complete, Projected by DMD.
9. Begin "finish" electrical installation, Projecte by DMD.
10. Actual beginning of interruptions due to drawing descrepenacies.
11. Roofing employee strike, preventing main distribution installation.
12. Beginning of subcontractor interference.
13. Phase 2 contractor, late completion.
14. Phase 2 contractor completing approx. three (3) months late.
15. Owner Interference in first approval, the rejection of 500 KVA diesel generator.
16. Beginning of electrical project interruptions due to change proposals & EWO's.
17. Lack of access due to site excavation and back-fill.
18. Access to mechanical rooms to install mechanical & electrical equipment.
19. Date of access to mechanical rooms if electrical connection to mechanical is to be complete on schedule.
20. Beginning of owner occupancy.
21. Acceleration of electrical project through use of overtime.
22. Acceleration of electrical work using evening shift crews.
23. K-line building settlement.
24. Owner-employee interference, electrical being installed by County employees.

Prepared by:
Approved by:

MULTNOMAH COUNTY MAINTENANCE AND OPERATIONS FACILITY

Hours - Breakdown

Months	Description	General Foremen	Foremen	Journeyman	Apprentice-	7th	6th	5th	4th	3rd	2nd	1st		TOTALS
OCT 80	Total Hours			8										
	EWO													
	CR													
	OTHER													
	Total Hours			8										
	Total Hrs Less Extra Hrs			8										
NOV 80	Total Hours		64 ½	65		3½						55		1[illegible]
	EWO		(5)	(16 3/4)								(18)		39 3/4
	CR													
	OTHER													
	Total Hours		64 ½	65		3 ½						55		
	Total Hrs Less Extra Hrs		59 ½	48 ½		3 ½						37		148 ½
[illegible] 80	Total Hours'		40	5 ½						37 ½	8			91
	EWO		(11 ½)	(5 ½)						(18)				35
	CR													
	OTHER													
	Total Hours		40	5 ½						37 ½	8			
	Total Hrs Less Extra Hrs		28 ½	-0-						19 ½	8			56
JAN 81	Total Hours		155 ½	189½					135 ½		24			504 ½
	EWO													
	CR													
	OTHER													
	Total Hours		155 ½	189 ½					135 ½		24			
	Total Hrs Less Extra Hrs								135 ½		24			504 ½
FEB 81	Total Hours		144 ½	459					148	23	151 ½			926
	EWO		(3)	(8)										11
	CR													
	OTHER													
	Total Hours		144 ½	459					148	23	151 ½			915
	Total hrs less Etr Hrs		141 ½	451										

Prepared by		
Approved by		

		1	2	3	4	5	6	7	8	9	10	11	12	13
Months	Description	General Foreman	Foreman	Journeyman	Apprentice→	7th	6th	5th	4th	3rd	2nd	1st		TOTALS
MAR 81	Total Hours		155 ½	499					160		175 ½			990
	EWO		(1 ½)	(2)										3 ½
	CR		(											
	OTHER													
	Total Hours		155 ½	499					160		175 ½			
	Total Hrs less Extra Hrs		154	497					160		175 ½			986. ½
APR 81	Total Hours		159 ½	809	(½)				154	64	155 ½			13[illegible]
	EWO		(4 ½)	(29)						(7)				½ [illegible] ½
	CR													
	OTHER													
	Total Hours		159 ½	809					154	64	155 ½			
	Total Hrs less Extra Hrs		155	779 ½					154	64	155 ½			1301
/ 81	Total Hours		157	948					152	120	148			1525
	EWO			(5)										5
	CR			(16)							(11)			27
	OTHER													
	Total Hours		157	948					152	120	148			
	Total Hrs less Extra Hrs		157	927					152	120	148			1493
JUN 81	Total Hours		171	1154					161	173	175 ½			1834 ½
	EWO		(2 ½)	(2)										4 ½
	CR		(6 ½)	(44)										50 ½
	OTHER													
	Total Hours		171	1154					161	173	175 ½			
	Total Hrs less Extra Hrs		162 ½	1108					161	173	175 ½			1779³/4
JUL 81	Total Hours		170	912 ½				161 ½	132	162				1538
	EWO		(2 ½)								(11)			19 ½
	CR			(8 ½)							(5)			13 ½
	OTHER													
	Total Hours		170	912 ½				161 ½	132	162				
	Total hrs less Extra hrs		167 ½	904				161 ½	132	162				1511

Prepared by	
Approved by	

Months	Description	General Foreman	Foreman	Journeyman	Apprentice-	7th	6th	5th	4th	3rd	2nd	1st		TOTALS
AUG 81	Total Hours		171	915 ½				160	24	163 ½				1434
	EWO		(1 ½)	(10)										11 ½
	CR		(3 ½)	(59)						(6 ½)				69
	OTHER		(8 ½)	(16)										24 ½
	Total Hours		171	915 ½				160	24	163 ½				
	Total Hrs less Extra Hrs		157 ½	830 ½				160	24	157				1329
SEP 81	Total Hours	107	346 ½	1670 ½				164	136	168				259
	EWO	(1 ½)	(24 ½)	(243 ½)						(62)				331 ½
	CR	(3 ½)		(84)						(17 ½)				105
	OTHER		(160 ½)	(403 ½)										564
	Total Hours	107	346 ½	1670 ½				164	136	168				
	Total Hrs less Extra Hrs	102	161 ½	939 ½				164	136	88 ½				1591 ½
T 81	Total Hours	226 ½	610	1735 ½			39 ½	220 ½	328 ½	205				3365 ½
	EWO	(26 ½)	(103 ½)	(284 3/4)			(28)		(7)	(31)				480 ½
	CR	(6)		(56 ½)						(6)				68 ½
	OTHER		(152 ½)	(172 ½)						(11)				336
	Total Hours	226 ½	610	1735 ½			39 ½	220 ½	328 ½	205				
	Total Hrs less Extra Hrs	194	354 ½	1221 3/4			11 ½	220 ½	321 ½	157				2480 ½
NOV 81	Total Hours	42	228	766 ½				148 ½	78 ½	119 ½				1383
	EWO	(2)	(32 3/4)	(183 3/4)				(11)	(2)					231 ½
	CR	(5)	(7)	(141 ½)				(63)						216 ½
	OTHER		(77 ½)	(46)										123 ½
	Total Hours	42	228	766 ½				148 ½	78 ½	119 ½				
	Total Hrs less Extra Hrs	35	110 3/4	395 ½				74 ½	76 ½	119 ½				811 ½
DEC 81	Total Hours		55	142 ½				46						243 ½
	EWO		(4)	(39)				(1)						44
	CR		(6 ½)	(5)										11 ½
	OTHER		(34)	(40 ½)										74 ½
	Total Hours		55	142 ½				46	1					
	Total Hrs less Extra Hrs		10 ½	58				45						113 ½

Approved by

		1	2	3	4	5	6	7	8	9	10	11	12	13
Months	Description	General Foreman	Foreman	Journeyman	Apprentice— 7th		6th	5th	4th	3rd	2nd	1st		TOTALS
JAN 8[illegible]	Total Hours			22										22
	EWO													
	CR													
	OTHER													
	Total Hours			22										22
	Total hrs less Extra hrs			22										
	TOTAL HOURS-JOB:	375 ½	2628	10302		3 ½	39 ½	900 ½	1609 ½	1235 ½	838	55		17987
	TOTAL EXTRA HOURS:	(44 ½)	(652 3/4)	(1922 3/4)			(28)	(75)	(9)	(152)		(18)		(2998)
	TOTAL HOURS LESS EXTRA HOURS:													150[illegible]

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

PHASE 2 PRIME CONTRACT

The contract document states, "The precast member contractor should complete errection in areas 1 - 6 of the errection sequence plan not later than October 31, 1980, and should complete all precast member errection not later than December 31, 1980." PROSECUTION AND PROGRESS Section 108-04.

As of December 26, 1980, the precast member contractor had not completed his work according to specification timing.

As of January 22, 1981, a review of building precast construction was made and contractor was still not complete. As of February 11, 1981, an on site review revealed that Campbell Crane Company still setting panels.

In April Morrison Electric Company observed that majority of what we considered precast errection was complete.

The late completion by the Phase 2 contractor will cause a definate delay in meeting the original 330 day Phase 3 schedule. Donald M. Drake Co. is aware of problem and is negotiating with the owner for time extention.

DONALD M. DRAKE COMPANY

Re: Multnomah Maintenance
and Operations Facility

DRAWINGS

Drawings of the contract document were a major source of electri-project delay and resulted in unwarranted installation costs.

There are eleven (11) basic areas of drawing descrepencies:

1. Addendum 1 was issued in specification with no drawing issued for field use.
2. Roof-top equipment drawings for mechanical and electrical installation areas never issued for field use - do they exist?
3. Equipment omissions.
4. Conflict between electrical and mechanical.
5. Conflict between electrical and plumber.
6. Conflict between electrical and sprinklers.
7. Conflict between electrical and sheet metal.
8. Conflict between electrical and structural, (space).
9. Conflict between electrical design and National electrical code.
10. Conflict between electrical and owner provided equipment.
11. Conflict between electrical and fire code violation.

A list of these drawing descrepencies are attached to indicate the depth of each above area.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

ATTACHMENT

LIST OF DRAWING DESCREPENCIES

Addendum No. 1, Drawing E-2:

1. Change MCC-3-G5
2. Change MCCS-3-G5
3. Change MCC3-K11
4. Change MCCS3-K11
5. Control panels added 3P50A-MCB
6. Add breaker MCCS3-G5
7. Change conduit and wire size
8. Change conduit ATS-1-MDP-SDP
9. Change conduit ATS-1 EL2-E4

Drawing E-3:

10. Change home run line C4-E13

Drawing E-4:

11. Change conduit & wire G4-E-14

Drawing E-7:

12. Change conduit & wire D4-E-17

Drawing E-9:

13. Change conduit & wire J-11-E-19

Drawing E-13:

14. Change conduit & wire C4-E-3
15. Change conduit & wire P1-E-7

Drawing E-14:

16. Change conduit & wire G4-E-4
17. Change conduit & wire P1-E-4 (11)

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Drawing Descrepencies

ATTACHMENT

Addendum No. 1, Drawing E-14:

18. Change conduit & wire H2-Pump Alternator
19. Change conduit & wire H2- Unfused disconnects
20. Change conduit & wire SP1- Motor (2)
21. Change conduit & wire SP2- Motor (2)
22. Change conduit & wire SP3- Motor (2)
23. Change conduit & wire MCC3S-G5- Alternate Controller
24. Connect flood control by other —
25. Add unit heater U45- JK-6-7

Drawing E-15:

26. Change circuit UH-18

Drawing E-17:

27. Change conduit & wire D-5-E-7
28. Change conduit & wire P-2-E-4 (10)
29. Change conduit & wire B-6- C8
30. Change conduit & wire B-6- #10 AWG

Drawing E-19:

31. Change circuit J-11- E-9
32. Change circuit P2 H12 (12)
33. Change conduit & wire for welder outlets J-10-H-11

Drawing E-20:

34. Change conduit & wire for welder outlets E-12
35. Change conduit & wire for welder outlets B-8 B-11

Drawing E-23:

36. Change panel size SP1-E-4
37. Change panel size SP1-A-7
38. Change panel size SP1-K-6

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Drawing Descrepencies

ATTACHMENT

Addendum No. 1, Drawing E-23:

39. Change panel size S22- H-12
40. Change breakers in panels SL2- H-12
41. Change panels P1- E-4
42. Change panels SP1- E-4
43. Change panels P1- A-7
44. Change panels SP1= A-7
45. Change panels P1- K-6
46. Change panels SP1- K-6
47. Change panels P2- E-4
48. Change panels SP2- E-4
49. Change panels P2- H-12
50. Change panels SP2- H-12
51. Change panels P1A- A-7
52. Change panels P1A- K-6
53. Symbol for speaker - for information only
54. Change circuit breaker panel L1- A-7

Drawing of Roof for electrical and mechanical never provided:

55. Placement not shown for EF-11 (E-20)
56. Placement not shown for EF-12 (E-20)
57. Placement not shown for EF-15 (E-20)
58. Placement not shown for EF-16 (E-20)
59. Placement not shown for EF-17 (E-20)
60. Placement not shown for EF-18 (E-20)
61. Placement not shown for EF-19 (E-17)
62. Placement not shown for EF-20 (E-17)
63. Placement not shown for EF-21 (E-18)
64. Placement not shown for EF-22 (E-18)
65. Placement not shown for EF-23 (E-19)
66. Placement not shown for EF-26 (E-18)
67. Placement not shown for EF-28 (E-18)
68. Placement not shown for EF-31 (E-20)
69. Placement not shown for EF-32 (E-20)
70. Placement not shown for EF-41 (E-20)

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Drawing Descrepencies

ATTACHMENT

Drawing E-7:

93.	1st Floor	Lunch Room	(12) Fixtures

Drawing E-8:

94.	1st Floor	Mechanical Room	(19) Fixtures

Drawing E-9:

95.	1st Floor	Traffic Shop	(6) Fixtures
96.	1st Floor	Radio Room	(12) Fixtures
97.	1st Floor	Crew Room	(9) Fixtures
98.	1st Floor	Drafting Room	(6) Fixtures
99.	1st Floor	Sign & Post	(20) Fixtures
100.	1st Floor	Process	(25) Fixtures
101.	1st Floor	Street Sign	(15) Fixtures
102.	1st Floor	Carpenter Shop	(20) Fixtures
103.	1st Floor	Lumber Storage	(8) Fixtures
104.	1st Floor	Mechanical Room	(13) Fixtures
105.	1st Floor	Radio Room- Auxiliary	(13) Fixtures

Drawing E-10:

106.	2nd Floor	Mechanical Room	(20) Fixtures

Drawing E-11:

107.	2nd Floor	Lobby	(18) Fixtures
108.	2nd Floor	Mechanical Room	(14) Fixtures
109.	2nd Floor	Mechanical Room	(26) Fixtures

110. Wall penetration for feeder conduits to fuel station and fleet wash.

111. Electrical location of vehicle hoist controls.

112. Re-located mounting information panel P1-A

113. Transformer vault room - mounting table & cable tray.

114. Conflict in mounting power panel K-11 - AH-1.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Drawing Descrepencies

ATTACHMENT

115. Office wall changes.

116. Conflict with electrical and sprinkler pipes, line 10 - 13.

117. Light switch location, office area.

118. Crane control wiring information.

119. Electrical plumbing conflict, B-5-12 Upper level.

120. Electrical/mechanical conflict, motor control center, and air handling unit - South mechanical room.

121. Electrical stub-up information for owner provided equipment.

122. Office No. 152 - screen wall removed.

123. Electrical power connection for rail crane.

124. Shower room light switch locations.

125. Electrical connection for UH-21.

126. Electrical connection for AHU-10.

127. Electrical Connection for EF-34.

128. Electrical connection for EF-35.

129. Mounting heights for outlets in Bathroom.

130. Mounting heights for light outlet in Bathroom.

131. Mounting heights for wall lights in Corridors.

132. Mounting heights for duplex outlet and phone outlet in east end of map room.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Drawing Descrepencies

ATTACHMENT

133. Electrical connection for coiling door No. 14.
134. Electrical connection for coiling door No. 18.
135. Electrical connection for coiling door No. 19.
136. Electrical connection for coiling door No. 24.
137. Electrical connection for coiling door No. 26.

138. Need penetration location for primary telephone feeder conduits.

139. Telephone terminal-plywood board location.

140. Conflict structural/electrical in small parts room.

141. Exit lighting stairway No. 5 - basement.
142. Exit lighting stairway No. 3 - basement, (E-3).
143. Exit lighting second floor.

144. Mounting height of east ramp lights.

145. Electrical connection for fan - east mechanical room.
146. Electrical connection to jib crane.
147. Electrical connection for EF-3 and EF-4.
148. Electrical connection for DC-1.
149. Electrical connection for elevator controller.
150. Electrical connection for exit lights B-5.
151. Electrical connection for front door.
152. Electrical connection to wire mold outlets, line 10-11,J-K room No. 156.

153. Unit heater 17 - 22 supply voltage differant from motor requirement.

154. Equipment specified for screen room has no Underwriters approval label.

155. Exit light at door 131 - structural/electrical conflict.

156. Electrical connection for CoRay Vac System.
157. Electrical connection for sprinkler compressor.
158. Electrical connection for sprinkler flow switch.
159. Electrical connection for AC-1.
160. Electrical connection for battery charger.
161. Electrical connection for carbon monoxide detector.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Drawing Descrepencies

ATTACHMENT

162. Electrical connection for grit blast unit.

163. Electric lighting required for telephone room - 117-A.

164. Electrical connection for air compressor/air dryer.

165. Space requirement for mounting electrical connect equipment for sump pumps.

166. Major revision of fuel station.

167. Fleet-wash actual electrical connects - location.

168. Space requirement for solar room lights.

169. Mounting space requirement for "W" fixture.

170. Provision of two (2) pump alternators.

171. Electrical connection for EF-42 and 43.

172. Conflict electrical/mechanical - sprinkler compressor motor requirements are different from that shown on electrical drawings.

173. Electrical connection for fuel tanks different from electrical drawings.

174. Electrical connection to recirculating pump different from electrical drawings.

175. Electrical connection for sump pump alarm bell different from electrical drawings.

176. Lighting fixture mounting height - Stairs 1 & 7.

177. Reception entrance light fixture requirement.

178. Panic button control of fuel station - electrical equipment.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Drawing Descrepencies

ATTACHMENT

179. Electrical wiring of incorrect size to feed various welder outlets.

180. Electrical drawing for vehicle spray booth.

181. Electrical connection for heat tape.

182. Interlock - electrically of coiling door to vehicle paint booth.

183. Electrical connection for pump 3-A & 3-B.

184. Electrical wiring and devices for computer room.

185. Emergency light connection for loading dock.

186. Electrical connection for cooling towers.

187. Electrical connection for fire alarm panel.

188. Electrical connection to radial arm saw.

189. Lighting control of stairway No. 5.

190. Electrical connections for AHU-8 & 9.

191. Correct control wire of two (2) pump alternators.

192. Electrical panel breaker requirement for table saw - panel SL2-H-12.

193. Electrical panel breaker requirement for UH-2, (E-19).

194. Electrical panel breaker requirement for large paint booth.

195. Electrical panel breaker requirement for welder outlets, SL1-A-7 & L1-A-7.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Drawing Descrepencies

ATTACHMENT

196. Conflict - plumbing/electrical - fuel station - motor control panel with hose bib installed in base.

Ceiling light outlets as detailed on Drawing E-12, "$\frac{3}{12}$" "sky light fixture detail" will not meet NEC requirements using two (2) voltage feed:

Drawing E-7:

197. Repair Shop - (16) fixtures.

Drawing E-8:

198. Repair Shop - (16) fixtures.
199. Dyno Room - (12) fixtures.

Drawing E-9:

200. Repair Shop - (24) fixtures.

Drawing E-10:

201. Repair Shop - (16) fixtures

This list is not all inclusive.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

EQUIPMENT CHANGES
CHANGE ORDERS, E.W.O.. FORCE ACCOUNTS

The construction of Phase 3 of the Multnomah County Maintenance Facility had a definate installation period of 330 calendar days. Morrison Electric Company's bid was faithful in that electrical installation as shown if correct on the contract drawing could be installed within that time period.

The time interval did not take into consideration additions to the above project. Since the job has completed we have reviewed the drawings to identify how many electrical units were changed after bid date of project.

Attachment 1 lists 581 equipment electrical changes by drawing numbers. Attachment 2 lists change requests as recorded by General Contractor with indication of those affecting electrical installation. Attachment 3 lists extra work orders and force account requests.

The impact to Morrison Electric Company on this project are as follows:

1. Delays of contract work items directly associated with changes.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Equipment Changes

2. Productivity is affected adversely when it became necessary to increase crew size to complete project changes.

3. Schedules of electricians are revised to meet change order demand, fragmenting a standard productivity schedule.

4. Interference from other contractors because of changes in sequence, scope, and installation space.

5. Fragmentation of the work process results in electrical installation errors and omissions.

6. Field and Staff supervisors requires excessive time to intergrate changes into basic contract and reduce loss of productivity, procure added material and tools.

7. The use of overtime and shift work is a negative production factor due to fatigue, break of job continuity, and re-assignment of key electricians and supervisors.

8. Financial expense to complete change orders on small work items will not usually directly affect the project; but with the amount of changes on this project change order financing has become excessive. A second item regarding finances relates to retainage. When the project is extended past the scheduled completion the contractor incurres additional financing costs.

A summary of change of electrical equipment for
The Multnomah County Maintenance Facility is as follows:

E1	20
E2	6
E3	24
E4	75
E5	22
E6	7
E8	35
E9	143
E10	28
E11	75
E12	4
E13	5
E14	7
E15	3
E16	1
E17	8
E18	15
E19	21
E20	18
E21	12
E22	
E23	
E24	15
TOTAL:	581

Morrison Electric Invoice No.	Force Accounts-EWO's	TOTAL
5477	Temporary Power	$3,242.80
5477	CREDIT MEMO	(271.89)
5472		
5491	Repair Tmporary Power	699.82
5491	CREDIT MEMO	(320.04)
5559	Disc Power Truck Scales	105.88
5559	CREDIT MEMO	(17.05)
5716	Remove Temporary Power	428.07
5507-001	Credit Memo	
5759	Temp Welder Outlet	1,748.40
5867	Set Utility Vault	596.83
5904	Repair Temporary Lights	97.26
6172	Remove Power to Basement Lights	57.32
6230	First Floor Temporary Power	49.69
6236	Repair Temporary Power	33.13
5814	Relocate Fixtures Confrence Room	81.02
6291	Control for Coiling Doors	377.01
6356	Disconnect power to Job Site	82.82
6405	Electrical for Busway Cranes	1,298.26
6411	Disconnect Electrical to Bridge Crane	49.69
6414	Disconnect Equipment-Old Shop	89.63
6488	Overime Labor	2,598.99
5717	Wire Sprinkler Control Compressor	68.84
6357	Dyno Contol Box	1,081.81
6404	Radio Screen Room	1,515.04
6038	Repair Table Saw	34.49
6058	Restore Power to temporary Power	66.26
6061	Restore Power to temporary Power Basement	99.39
6406	Alternate Temporary Power	1,332.61
6417	Paint Booth Wiring	5,357.80
6595	Install Auxilliary Contacts	838.22

6476	Underwater Sprinkler Control	521.92
6575	Compressor Starter Fuel Island	187.23
6582	Wiring to Fleet Wash	676.43
6584	Relocate Stop Switch-Paint Booth	220.25
6578	Clean and Dry Out-Panel-EWO 27	36.00
6579	Fuel Island Panic Button-EWO 29	293.30
6020	Dedicated Computer Circut-EWO 30	1,013.24
6424	Rewire Block Heater-Generator-EWO 25	1,611.12
6562	Power to Crane-EWO 25	3,588.16
6422	Starter for EF 42 & 43-EWO 19	2,210.37
6418	Telephone Dedicated Circut-EWO 13	125.47
6415	Reinstall Generator-EWO 15	568.14
6358	EWO 13	63.64
6399	Remove Generator-EWO 15	548.68
6398	EWO 17	36.00
6403	Fuel Island-EWO 20	3,969.35
6470	EWO 19	45.24
6296	Relocate Map Fixture-EWO 13	83.49
6295	Transformer Room Lights EWO 12	311.47
6471	Lights-TELCO Room-EWO 13	56.94
5507-001	Temporary Lights	1,910.42
5507-001	CREDIT MEMO	(161.10)
	EWO 31-Repair Conduit-EWO 31	
6416	Provide 2 Pump Alternators	994.55
6419	Pump PA3 & 3b	
6424		
6327	Outlets Small Parts Room	74.99
7007	Elevator Pit Pump	98.85
7008	Lights Mechanical Room East	1,116.53
7012	Lights Mechanical Room North	1,281.30
7009	Lights Mechanical Room South	2,790.22

7015	Tool Room Lights	1,251.64
7014	Repair Conduit Dyno Room	367.26
6423	Power to Fire Alarm Panel	151.47
6563	Breaker for EF 42 & 43	474.63
6568	Small Spray Booth	482.12
6581	Interlock-Coiling Doors	356.95
6589	Mechanical Pump Sump	461.58
6592	Trip Coils in MCC-AHU- 8 & 9	150.18
6569	Spray Booth - Vehicle	5,752.91
5718	Gas Forge - Electrical	152.06
7010	Generator Room Lights	495.85
6565	Electrical Wire-Fuel Station No. 2	6,675.34
6710	Bathroom J Fixtures	176.87
6588	Dyno Tank Float Electrical	292.41
6587	Battery Charger	2,069.49
6580	Change Ballast Fuel Stations A & B	365.25
6778	Add Simplex Lighting Outlets	1,810.84
	TOTAL	67,181.15

Inv. No. Morrison	Change Request	CR No.	TOTAL
	Telephone Vault	10	$ 566.00
5983	Reception Area	11	1,567.00
	Change Panel K6	27	996.00
5984	Engine Block Heaters PA18	29	
	Trench Backfill	36	
		37	
	Credit Change (Stem Hang)	38	352.00
6591	Dyno Mechanical P10	44	488.14
7002	Change Light Fixtures	46	140.68
6134	Chain Hang Fixtures (Stem Hangs) (See: 48, 56, 57)	48	2,649.00
6135	Coiling Door Electrical	49	8,108.00
		50	
		51	
		52	
		53	
		54	
		55	
6132	Chain Hang Fixtures Carpenter Shop	56	
6133	Chain Hang Fixtures Sign Shop	57	
		58	
6162	Shower Change (Billed in Aug. P)	59	512.00
		60	
		61	
		62	

	Karman Exhaust Change	63	$
6173	Connect EF & AHU	66	2,587.24
		67	
		68	
		69	
		70	
		71	
		72	
		73	
		74	
		75	
	Secretary/Receptionist Chg	76	46.80
	Lunch Room Lights	77	
	Shower Electrical	78	
6256	Warehouse Lights	79	1,458.00
		80	
	Drafting Area Power	81	
6269	Hoist Electrical	82	2,494.00
	Carpenter Shop Electrical	83	
		84	
	North Sump Pumps	85	11,040.95
	Oily Water Separator	86	
		87	
		88	
		89	
		90	
		91	
		92	
	Diesel Engine Change (PA48)	93	17,083.27

		94	$
		95	
		96	
		97	
		98	
		99	
		100	
6270	Mechanical Connections	101	1,718.40
		102	
		103	
		104	
		105	
6271	AC-1 Connection	106	399.33
		107	
		108	
6272	Stairs Exit Light	109	170.71
6273	CO DET Panel Rev.	110	134.28
		111	
		112	
		113	
		114	
		115	
	Delete Exit Lights	116	
		117	
	Basement Light Revision (PA53)	118	2,020.11
		119	
	DC-1 Battery Chg	120	
		121	
		122	

		123	
		124	
		125	
		126	
		127	
	Sprinkler Compressor (See CR-140)	128	
	Basement Lights (See CR-118)	129	
	Fuel Island (See EWO-18)	130	
7019	CO-RAY-VAC Syatem	131	1,750.10
6410	Reception Entrance Light (Progressive Bill-Sept.)	132	45.00
		133	
		134	
6422	EWO-6422-EF42 &43 (See EWO -19)	135	
6409	Telephone Back Boards	136	155.88
		137	
		138	
		139	
7003	Sprinkler Compressor	140	309.33
		141	
		142	
		143	
		144	
		145	
		146	
		147	
5721	Recirculating Pump	148	116.00
		149	

		150	
		151	
6672	Welder Outlet Conduit & Wire	183	2,750.89 ✓
	Radial Arm Saw	184	
(25)	TOTALS		$58,955.11

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

SUB-CONTRACTOR INTERFERENCE

The delay resulting from late completion of Phase 2 caused a ripple effect through all Phase 3 sub-contractor work. Some were affected more than others. A review of the project schedules prepared by the General Contractor reveals this effect. Electrical installation felt the direct affect in that schedule work was blocked, stacked, acclerated, fragmented, and delayed. What began as a sequence work plan became a conflict of crafts competing for installation area and time. The following is not an all inclusive list of these interference:

November, 1980 - Utility Trench, must wait until mechanical completes their sanitary line and backfill.

January, 1981 - Mechanical contractor has escavated in basement floor area. We have no known lift that can move around on the river-run backfill and open trenches. In some areas we have laid 4 X 8 sheets of plywood to get lifts to areas that are crucial to job completion which required excessive waste of construction time.

February, 1981 - A memo was sent to Donald M. Drake Co. complaining about trench being left open. Meeting held discussing the backfill rock which makes work in basement almost impossible.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Sub-Contractor Interference

March, 1981 - Sprinkler piping has been installed blocking ceiling lighting fixture placement.

April, 1981 - Sprinkler's contractor has been stopped by Fire Marshall. This will hold-up Morrison Electric Company's overhead installation because there is no available blue prints which define where sprinkler pipes are located.

Mechanical hot water pipes in space provided for electrical B-5-12, Upper level.

Mechanical equipment conflict in South mechanical room. Delay until problem is resolved by ZGF.

Sprinkler piping installed in transformer vault and main distribution area in violation of good electrical installation.

July, 1981 - Unable to work in mechanical room due to inadequate work space. Morrison Electric Company has been requested to wait until mechanical is finished. Began installation on September 2, 1981.

Waiting for Elting, site grading contractor, to back-fill building walls. Morrison Electric Company cannot complete primary service; therefore no power to building.

Still waiting for site Utility Companies to provide actual primary conduit stub-ups.

August, 1981 - Waiting for site preparation so that electrical for landscape work can be accomplished.

DONALD M. DRAKE COMPANY

RE: Multnomah County Maintenance
and Operations Facility

Sub-Contracotr Interference

August, 1981 - Waiting for site grading so that electrical conduits can be installed for site lighting.

Morrison Electric Company is waiting on Donald M. Drake Company to pour concrete site-light-bases. Drake in turn is awaiting information for ZGF, who plans to change light pole locations.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

SITE EXCAVATION AND BUILDING BACK-FILL

The contract documents state, "Grade Control Section 02200, page 3, item D. Line and grade control stakes for all required earthwork construction to be provided by State of Oregon Highway Division".

The site observed by Morrison Electric Company at time of bid was not at "rough grade" as we assumed. Neither was the site at "rough grade" on November 6, 1980, when Morrison Electric Company moved employees and equipment to project site. A review of contract drawing SG-4 exhibit "on site grading", referenced to note 8. The drawing further states: "natural gravels for utility corridor","trench to native gravels (approximate elevation varies from 260° to 244° for support of utilities", and "existing road to be moved approximately 4' to the north and scraped to finish elevation per SG1."

As the contract drawing shows the electrical trench would be 48" deep located 15' from existing property line, reference to SP-3 -$\frac{B}{SP\text{-}3}$. When Morrison Electric Company began their utility trench excavation they were stopped by the owner agent, stating they could not install as shown and that mechanical contractor must complete his utility first.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Site Excavation and Building Back-Fill

Morrison Electric Company was finally allowed to begin utility trench excavation on January 7, 1981. The trench was located in area different from that of contract drawings. At this late date "finish grade" had not been accomplished, which caused Morrison Electric Company excavation from 48" X 18" trench to a trench 14'feet deep and 20' feet wide.

The schedule dated 3-9-81, showed site utilities were to begin November 3, 1980, and complete January 18, 1981. In good faith Morrison Electric Company bid job to provide 48" deep trench. If there was a delay in site grading this should have been brought to the attention of Morrison Electric Company so that the delay and added expense could have been averted.

Scheduled date of back-fill of building was March 16, - May 1, 1980.

In July, the absence of back-fill of building became an accute problem. Morrison Electric Company was unable to complete primary feeder conduits into tranformer room thereby no AC power in building to test equipment installed thus far. The absence of this power will be a ripple effect for both mechanical and electrical.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Site Excavation and Building Back-Fill

In August, 1981, the building was back-filled enough to allow primary conduit installation shortly thereafter PGE was able to pull their wire and apply power to building.

Site lighting was scheduled to be started July 6, 1981, and completed August 13, 1981. As of August 15, 1981, final grade of ground work was not complete. This, we believe, prevented the General Contractor from pouring the concrete pad for Morrison Electric Company site lights.

As of September 14, 1981, sites final grade still incomplete causing delay of Morrison Electric Company's underground conduit wire and installation of light fixtures.

September 23, 1981, site lighting bases have been poured, "finish site grading" is complete. Morrison Electric Company can now install site lighting fixtures, which was completed September 28, 1981, pending final connect at North ramp, waiting on change order.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

BUILDING CONSTRUCTION

Morrison Electric Company's bid was based on premise that building would be built from bottom to top.

We received our first construction schedule in late December, 1980. This schedule showed Donald M. Drake Company was going to build building top down which was contrary to Morrison Electric Company's schedule for electrical work. Morrison Electric Company contacted Donald M. Drake Co., they explained that they wished to get building rain-tight. Morrison Electric Company explained that our main distribution equipment was located in the basement and that orderly electrical construction should begin from this source.

Donald M. Drake Company began their interior slab work with pours schedule for first floor. When Morrison Electric Company became aware of Drake's plan they requested Donald M. Drake Company to at least pour concrete for the Northeast corner of basement, this would allow installation of transformers, main distributions and diesel generator. Lack of mounting slabs would cause further electrical installation delays.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Building Construction

In January, 1981, Morrison Electric Company found it almost impossible to move scissor lifts around on "rough" fill-in basement. Installation time was rapidly expended. Morrison Electric Company reviewed work accessibility and reassigned electrical crew to other portion of building. There are two (2) major dangers incurred because of this type of construction:

1. Since the Phase 2 portion of the building is not complete there is a major void through center of building.

2. Without a starting point to begin conduit feeder runs, there will be a loss of over-all continuity, quantity and quality, which will result in many conduit runs started from various locations, fragmented in several parts. This will result in:

    A. Loss of electrical conduit installation scheduling and control.

    B. Conduits installed incorrectly.

    C. Triple to quadruple time to complete various conduit-runs because several crews will work on them before completion in lieu of one crew.

    D. Conflict with other electrical and mechanical equipment.

    E. The labor will increase directly for supervision as well as installations.

The overall progression of building will feel ripple effect because of the electrical fragmentations.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

SCHEDULING

Scheduling is the basic tool of the construction industry, especially so where many contractors are competing for space and available time. The more complex a construction project the more detail required in the scheduling.

There are many scheduling devices such as bar charts, CPM, Pert, and others available to the wise administrator. Proper use of these types of schedules allow the contractor to plan on paper a logical sequence to complete his work assignments. But more important it also allows the contractor to avoid expensive mistakes of time and materials.

Without adequate scheduling, the contractor is left to fend for himself, compromise, indecision, and disagreement are the results; followed by unwanted expense and lack of construction quality.

When Morrison Electric Company submitted their bid for the Multnomah County Maintenance Project, it was in good faith that contract documents section 01311, page 1, provided for a "projected schedule" for entire work, revised monthly, accompanied by narrative reports defining problem areas, anticipated delays, and other factors influencing construction schedules together with action reccommended.

Page 2, paragraph 1.5-A states: "Distribute copies of revised schedules to: engineers, jobsite, file, sub-contractors, and other concerned parties." Morrison Electric Company also received a letter from the Donald M. Drake Company dated November 18, 1980, stating: "The above subject project is being administered by the Oregon State Highway Division".

A project such as the Maintenance Center with a short construction period, we believe, should receive all the assistance available in preparing a detailed constructinn schedule. A review of those schedules distributed to sub-contractors revealed that scheduling was unsettled, dates were irrational, installation time period unrealistic, sub-contractors schedules on top of each other, and a lack of continuity to building progression. The result of this improper scheduling has been unwarranted expense in labor and materials by almost all sub-contractors on this project.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Scheduling

Morrison Electric Company is aware that no one item caused the lack of construction continuity. We are aware that building site conditions, roofing strikes, interference by owner representative, interference by County wishing access, weather, lack of engineering being coordinated, stop work orders, intent of specification with absence of detail in drawing to define or identify, lack of owner provided equipment, extreme late completion by Phase 2 construction, and etc. This list is not all inclusive but does identify the need that existed for a constant review and update of the required monthly schedule.

When Morrison Electric Company submitted their bid for this project, we believe the bid documents promised we could accomplish our work in a timely and economical environment, effectively scheduled. The bid documents as previously stated were to be administered by the State of Oregon Highway Division. Scheduling as such, has not been in good contract faith.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

SITE UTILITIES

September, 1980 - Job site is very "rough" condition. There is a large amount of activity in removal of garbage from building site.

October, 1980 - Excavation still continues in the removal of garbage at the new site with replacement of river-run back-fill.

November, 1980 - Placed men on job to begin installation of primary power and telephone conduits, only to be stopped by owner agent. They would not allow Morrison Electric Company to install electrical conduits in trench area of mechanical. Morrison Electric Company is to wait until sanitary service is in and then State will give grade and location.

Morrison Electric Company has still not received conduit stub-up location for primary feed to utility companies.

December 22, 1980-Morrison Electric Company has asked for answer from State if they wish sand back-fill in primary feeder conduit for telephone and sprinklers. This has caused dispute between drawing and owner intent. See E-1, waiting resolution on directions.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Site Utilities

December, 1980 - General Telephone Company has requested added telephone vault for their primary feeder.

January 7-14, 1981 - Began primary feeder installation, again, Morrison Electric Company will install sand back-fill as directed and submit claim later. Because of the back-fill material used where garbage was removed we cannot dig the 48" X 18" trench as shown on drawing E-1, but trench is 48" X 48" +.

January 9, 1981- Grade problems, see January review.

January 15, 1981-Conflict with mechanical contractor's sanitary pipes and electrical contractor's primary feeder conduits. Descrepancy referred to General Contractor for clarification before we can proceed.

July 22, 1981 - Back at work on primary feeders. State has given direction to place electrical directly over sanitary line.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Site Utilities

July 22, 1981 - Began installation of primary feeder but there appears to be a descrepancy. The 48" X 18" trench has now turned into a trench 14' feet and 20' feet across at the top. The sub-contractor doing the trench said the grade is as specified by State of Oregon Highway personnel. Morrison Electric Company stopped all work until descrepancy was resolved.

Also still waiting for back-fill around building wall so that primary feeder conduit from vault to transformer room can be accomplished.

On April 20, 1981, Morrison Electric Company became aware that the sprinkler contractor had installed sprinkler pipes in main distribution transformer vault room and directly over main distribution equipment panels. Both Morrison Electric Company and PGE express alarm over such installation and resulted safety. Installation in this area was suspended pending resolution of problem by ZGF, Fire Marshall and PGE.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Site Utilities

On August 4, 1981, power was finally connected to main distribution equipment after resolution of prior problems.

Delay to Morrison Electric Company installation was approximately seven (7) months. January 15, 1981 to August 4, 1981.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

STRIKES AND STOP WORK ORDERS

ROOFING STRIKE:

The schedule Donald M. Drake Company prepared for placing roofing material on building was January 26, 1981, and completing by March 15th. A roofing strike occurred about mid February, 1981, which delayed roof completion until May 4, 1981. The effect of roofing is that Morrison Electric Company cannot install main distribution, and motor control center until building is water proofed.

Morrison Electric Company was finally able on April 22, 1981, to begin installation of main distribution equipment. The roofing strike caused an installation delay of seven (7) weeks for this equipment.

DIESEL ENGINE STOP WORK ORDER:

On February 12, 1981, Morrison Electric Company was informed that a 500 KVA diesel generator previously approved and ordered was no longer acceptable to the owner. See seperate file for detail.
The new 500 KW generator was finally approved, ordered and delivered to job site on August 4, 1981. This caused delay of five (5) months.

DONALD M. DRAKE COMPANY

RE: Multnomah County Maintenance
and Operations Facility

Strikes and Stop Work Orders

ROTATING PRECAST BEAMS STOP WORK ORDER:

In early June, 1981, workmen became aware that sturctural beams supporting slab of south mezzaine had rotated with possible structural failure and building collapse. All work was suspended until owner and their consultants could evaluate safety hazzard. See letter KPFF dated 6-9-81. This caused delay of 10 days.

SPRINKLER INSTALLATION STOP WORK ORDER:

Prior to April 15, 1981, the sprinkler contractor was issued a stop work order pending Fire Marshall approval of system. On May 12, 1981, the Fire Marshall lifted stop work order on first floor but maintained stop work order in basement area.

On or about September 1, 1981, the basement stop work order was lifted. The effect of sprinkler stop work order affected Morrison Electric Company's electrical installation in that there were no contract drawing made of sprinkler piping. As early as March 5, 1981, Morrison Electric Company was made aware that sprinkler piping had been installed under existing ceiling light outlet, which would now prevent light fixture installation. Morrison Electric Company was delayed March thru September in various ceiling light installations.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Strikes and Stop Work Orders

FOUNDATION SETTLEMENT "K" LINE STOP WORK ORDER:

On or about July 15, 1981, Morrison Electric Company's electrician became aware that there is falling aggregate from walls adjacent to diesel generator in basement. There is also a crack forming from North to South direction in floor slab. This information was forwarded to the General Contractor. On August 3, 1981, Morrison Electric Company management received call from IBEW Union management requesting what procedure and investigation Morrison Electric Company had taken regarding structural failure of building. Morrison Electric Company explained that they were in contact with the General Contractor and if there becomes a danger to our electricians we will immediately suspend work operation. Morrison Electric Company will also keep IBEW informed. Prior to August 23, 1981, Donald M. Drake Company installed personnel barriers in basement and first floor area which were affected by the settling. Morrison Electric Company employees were asked not to work within this area unless absolutely necessary. Morrison Electric Company's upper management made an on-site inspection to verify existing condition and agreed with previous request. On August 24, 1981, the Oregon State Highway Division issued letter stopping all work on diesel generator which is located in defective area.

FOUNDATION SETTLEMENT "K" LINE STOP WORK ORDER:
Continued

On September 19, 1981, Morrison Electric Company was requested to dismantle diesel generator and remove unit from defective area so that large grouting equipment could work in this area to correct defects.

October 6, 1981, owner agent has requested that Morrison Electric Company return generator to defective area; but in new position, this will require additional engineering before proceeding with final installation.

The State-hired Boreing Contractor has caused an extreme mud and filth problems in our main distribution, diesel generator area that may affect electrical operations. Delay to Morrison Electric Company due to these settling conditions are approximately eight (8) weeks.

OWNER PROVIDED EQUIPMENT STOP WORK ORDER:

On April 28, 1981, Morrison Electric Company made request of General Contractor what equipment was to be provided by owner and when would this be delivered to job site for installation. Donald M. Drake Company's

OWNER PROVIDED EQUIPMENT STOP WORK ORDER:
Continued

schedule shows equipment hook-up May 11th - July 19th. Morrison Electric Company's experience has found that much of existing equipment to be used may not pass UL Approval or NEC Codes. On June 19th thru September, 1981, similar requestswere made.

In October, 1981, Morrison Electric Company sent employee to old shops to disconnect county equipment, invoice No. 06414. Our electrician informed Morrison Electric Company management that much of their equipment will not meet NEC Code or wiring as designed in new building. Notified General Contractor that State electrical inspector must approve equipment before we can connect electrical service.

On October 6, 1981, the State inspector red tagged, (stop work order), miscellaneous equipment transfered from old shops. The area of new installation is classed as hazzardous area. Equipment is not electrically designed for hazzardous area installation. The County has asked if they could modify their equipment to meet hazzardous requirements. Morrison Electric Co. has no objections. Various pieces of owner provided equipment remains in quandary as to this date. Delay to Morrison Electric Company was eight (8) weeks.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Strikes and Stop Work Orders

FUEL STATION STOP WORK ORDER:

On October 14, 1981, Morrison Electric Company was required to stop work on fuel station electrical pending Fire Marshall approval. There is no remote means of dis-connecting electrical power should an emergency occur. On October 22, 1981, ZGF issued change request no. 171 to add disconnecting means (panic button) to fuel station electrical. Morrison Electric Company experienced two (2) weeks of delay.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

MECHANICAL ROOM ACCESS

One of the major parts of any construction is the mechanical room. The Multnomah County Facility required four (4) seperate rooms to provide their mechanical requirements. These rooms contain the major components of heating ventalation and mechanical equipment control. This required the concentration of plumbing, mechanical, electrical, steam fitters, sheet metal, mechanical control and insulation. Normally the work is coordinated in this sequence. Due to limited work areas within these rooms individual crafts could not work simultaneously or on top of each other. Without doubt it is the most sensitive scheduled area in any construction project.

Accuracy of specificationsand drawings is a must to prevent wasted material and man-power. There must be a precise interface - overlay of - mechanical, plumbing, sheet metal, control, and electrical during the drawing phase of the project. An error in any part can cause a ripple effect for all these crafts.

Problems occurred immediately as follows:

1. Drawings were incorrect. There were conflicts with mechanical, electrical, plumbing and structural.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Mechanical room access

2. Access to these rooms were prevented because there were no door openings for personnel to move in their equipment - referenced to weekly architect's meeting minutes.

3. Structural supporting wall beneath rooms flexed and fell out when equipment was installed causing all crafts further delay until walls could be rebuilt, tested, and approved for safe installation.

4. The latter part of April, 1981, access was finally gained by mechanical contractors to these mechanical rooms. Electrical feeder conduit "rough-in" to motor control center will be attempted provided we do not interfere with other mechanical crafts.

5. As of July 15, 1981, Morrison Electric Company is still awaiting access to mechanical rooms to provide electrical connects to mechanical equipment. Once the sheet metal crafts are complete we will attempt to install lighting fixtures in the mechanical sheet metal "maze".

6. On October 1, 1981, the mechanical contractor has almost completed their mechanical installation and Morrison Electric Company is now going ahead with their electrical installation and connections.

7. On October 3, 1981, Donald M. Drake Co. called a meeting and asked if Morrison Electric Company would consider working men on "overtime" basis to accelerate job construction, Morrison Electric Co. agreed to with reservations.

DONALD M. DRAKE COMPANY

RE: Multnomah County Maintenance
and Operations Facility

Mechanical Room Access

The use of overtime to accelerate electrical installation for mechanical equipment could have been prevented by realistic scheduling. There were many prior events in project construction that should have been evaluated which had or would result in construction delay. This evaluation would then dictate a revised construction schedule. The resultant benefit would have been shared by all trades in a sequenced installation within the mechanical rooms.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

OWNER INTERFERENCE

DIESEL GENERATOR:

On February 12, 1981, Morrison Electric Company was notified that a 500 KVA diesel engine generator that had been previously approved by all interested parties was now unacceptable. Meetings were held with engineers who originally calculated emergency power requirements. They reafirmed that 500 KVA diesel generaltor was satisfactory. Exhaustive meetings with the owner and their agents resulted in the final answer that, "it was the owners intent that they receive a 500 KW diesel generator. Controversary persisted until April 23, 1981, when the owner "directed" Morrison Electric Company to purchase the 500 KW generator. Morrison Electric Company then purchased but under protest.

OWNER PROVIDED EQUIPMENT:

The original bid documents Division 11, page 2, paragraph 3. County furnished equipment and installed under Division 16.

Beginning on April 28, 1981, Morrison Electric Company requested of the General Contractor information regarding County supplied equipment. This request was continually made until October 2, 1981, when a personal

OWNER PROVIDED EQUIPMENT:
Continued

request was made to owner representative Tom Guiney. Little or no cooperation was received in getting either information or the transfer of County provided equipment to the new facility for Morrison Electric Company to make connection thereof. Finally on October 28, 1981, County equipment began arriving. An inspection revealed that there were many severe descrepencies in what had been designed electrically to connect County equipment and what was required, also inspection by State of Oregon Electrical Bureau stopped further electrical connect through "stop work order". The owner was notified several times that equipment must meet UL and NEC Codes before Morrison Electric Company could install. Our warnings were unheeded. There remains to this day County provided equipment which cannot be electrically connected.

OWNER EMPLOYEE'S INTERFERENCE:

Beginning on or about October 19, 1981, County employee's began performing electrical installation on the Multnomah County Maintenance Facility building. This actinn caused a deep concern within Morrison Electric Company electricians, which was immediately brought to Morrison Electric Company's

OWNER EMPLOYEE'S INTERFERENCE:
Continued

management personnel and IBEW Union management's attention. The concern was two-fold:

1. Morrison Electric Company is responsible and must warranty electrical installation at this facility.
2. Safety - County employees were observed turning power on at various power panels through-out the building not knowing what electricians was working on these circuits.

Morrison Electric Company immediately sent letter expressing their concern and request that this practice be stopped.

OWNER EMPLOYEES AND THEIR VEHICLE - MOVE-IN:

October 27, 1981, the County employees move-in in force, people, vehicles, equipment, ALL.

Morrison Electric Company is aware that the County was anxious to occupy their new facility; but their occupancy now would place a triple impact on Morrison Electric Company.

1. Additional personnel in installatinn work area.
2. Security of tools, material and safety of employees.
3. Morrison Electric Company is now required to work in areas hindered by County materials and equipment.

DONALD M. DRAKE COMPANY

Re: Multnomah County Maintenance
and Operations Facility

Owner Interference

It is judgementally difficult to access over-all electrical job delay resulting from owner interference because of multi-point impact. It would appear that at least a five (5) week period would be accurate.

JOB BREAKDOWN
MULTNOMAH COUNTY MANINTENANCE & OPERATIONS FACILITY
By Month

SEPTEMBER 1980

Began job preparation.

Campbell crane setting pilings.

Job site is in "VERY" rough grade. We are unable to proceed with any work.

Continued-Job Breakdown

OCTOBER 1980

Campbell Crane still doing piles, also some columns are being erected.

Drake has requested extra work to disconnect owner truck scales so that they can demolish.

Continued-Job Breakdown

November 1980

November 6, 1980 - Began job today. Analyzing blueprints.

November 6, 1980 - DELAY - Found- errors in Motor Control Riser Blueprints- Notified Engineer Dave Stewart.

November 7, 1980 - DELAY - Found second engineer error, no disconnect means provided for unit heater 5 and 18, notified Drake and State.

November 10, 1980 - DELAY -laid out primary site feeder conduits. Found that engineers have designed main distribution with 225 amp feeder to feed 100 amp panels. Notified Drake and State. Panels P2-H12 and Sp2H12.

November 12, 1980 - Began to install promary feeder conduits today but was stopped by owner representative - they will not allow electrical adjacent to mechanical. This will delay our job until after mechanical has completed their work.

November 13, 1980 - Informed by Drake that they are going to build building in reverse process starting with roof and working down to basement. This is definately contrary to our bid plan.

November 14, 1980 - Found that blueprints show one 3" telephone conduit and yet trench detail shows 2, only bid 1. Telephone company said they want 2. Added ecpense.

Contracted General Telephone for conduit stub up. They can't give us an answer because Multnomah County does not know yet where they are going to build their road. Also, GTE say they want an additional vault not shown on prints and in which they had notified PAE engineers. This will require change in plans and added cost with delay. (DELAY)

November 14, 1980 - We have been installing our conduit in First Floor slab. Drake subcontractor has extremely neglegted their concrete pours. Drake supervisors notified that further damage will be billed to them for repairs.

November 1980

November 17, 1980 - We are out of work for men. Can't get approval on ditch for primary conduits. Costing valuable installation time.

November 18, 1980 - Still no answer on trench for conduits. Will send electricians back to office until work is available. Spent time in job layout today, found that engineers show a 3½ feeder conduit in a 8 inch block wall which is impossible-MCC3 K11.

Still waiting for drawings from engineers for electrical apparatus to roof. When Drake pours cement without the blueprints, we won't know where to put block outs to run our conduits. Called engineers - no feedback on prints or trench.

November 19, 1980 - Office is sending foremen back to Sears until Drake gets some building ready for electrical. Drake is holding up concrete pours until weather changes. Both roof and first floor is stopped. Stil no word on trench from Drake-Engineers. (DELAY)

There is a dispute by the architects regarding where conduits and pipes can be installed. The electrical engineer shows conduits across skylights which is unacceptable to owner representative. Morrison has suggested putting conduit in slab to remove eye sore.

In review of the conduit lengths and the structure of buildings there is very little way of completing conduit runs without adequate pull bases. Referred to Drake and STate. Cost $800 material.

Job Breakdown - Continued

DECEMBER 1980

December 22, 1980 - Blueprints show that motor control panel feeders are blocking doors. Referred to Drake and State for change.

Rack for MCC supply feeder conduit? Temp control has open trench.

We are awaiting engineers approval to bury conduits in concrete to provide more estatic apeal in building.

PGE said they won't accept PVC for primary feeder as shown on blueprint. This may cause furhter delay waiting on decision.

Morrison has requested direction from engineer on acceptable anchors for concrete.

PAE still doesn't get answers on problems referred to Drake. Drake said the would have engineer on job promptly for answers.

Still waiting for drawing for roof electrical and mechanical from engineer. Definate job delay.

Requests that Drake pour at least transformer and diesel generator slab in basemant if they ever expect to get some power to the building.

Still can't get written answers from engineer to proceed with work?

Campbell Crane still on job, parapet panels still not set.

December 22, 1980 - FIRST DAY BACK ON JOB!

There is a dispute over back fill in the trench for primary conduit as shown on drawings. Drawings show 12" at bottom of trench with sand fill then filled with native materials. The owner agent said they want sand fill to top of ditch. We notified them that added expense may be as much as $3000.00 and they replied they won't pay for any. It was their intent to have sand fill. This dispute is causing further job delay.

December 23, 1980 - We were notified by Drake that we are to provide the additional telephone vault requested by GTE.

We are now installing conduits in first floor NE corner for January concrete pour.

Continued - Job Breakdown

DECEMBER 1980

December 29, 1980 0 Working on first floor "in floor" conduit. No answer yet on trench and mechanical contract still is not complete with their trench work.

Site utilization shows on schedule?

continued - Job Site [illegible]

JANUARY 1980

January 2, 1981 - New year. We will continue conduit placement on first floor.

January 7, 1981 - We are now beginning primary feeder trench that should have begun in October 1980. Added third man to crew today. Owner still does not wish to pay for added sand backfill and we can't hold up job anymore. Drake had directed Morrison to install sand and if they wish file for claim later.

Asked Drake for grade stakes so that we can have our subcontractor continue his excavation. Our trench was to be 48" deep, but grade from State show we must go substantially deeper.

January 9, 1981 - DELAY - Informed that men working in 12' foot trench is considered to be unsafe. Refer to last paragraph wich stated that trench was to be 48" deep and is know 12' deep.

January 12, 1981 - Morrison Management called: Dosen't want any onein trench until we find answer to problem. Montaf subcontractor is continuing to dig deeper. Morrison management at job site stopped Montag back hoe and asked who gave grade for trench. Stopped work. Meeting with Drake and State of Oregon found that incorrect grade set by State of Oregon. Montag will have to bring in other equipment to get their back hoe out of trench and then start all over again.

January 5, 1981 - Received our first building work schedule today. Drake will also get us a proper schedule for the building soon.

Request layout again from Drake and State Employees on our primary feeder trench.

Again discussed motor control center location above lower door ways which prevents any conduit feeds. PAE say they will move doors.

The State is critical of Drakes progress. Minutes 1-5-81.

Continued - Job bre own

JANUARY 1981

January 9, 1981 - We are still waiting written approval on engineering for support for pipe racks.

Morrison was requested to change conduits which conflict with mechanical engineers errors.

We have found that there is a dispute between electrical and mechanical drawings on K line - 6 & 7. Referred to Drake & State. Requires change in electrical panels plan errors.

There has been no motoer staters provided for dynometer-referred to Drake and State.

There is a discrepency for mounting trasformer at the 8 foot level above floor-referred to Drake and State.

We are still waiting for return submittals from Drake engineers.

Continued - Job Site [illegible]

FEBRUARY 1981

We have become aware that there is a conflict in mechanical and electrical blueprints on B, 5-12 steam filter conflict with lights. Referred to Drake and State.

February 12, 1981 - There is a conflict with Deisel Generator. See separate file.

February 19, 1981 - We have found that power panels at K5 are in conflict with mechanical. Referred to Drake and State. Requested Morrison to change location of power panels to solve problem.

Basement pump room is designated as explosion proof but mechanical room is not.

February 25, 1981 - Delay - Roofing strike is on. Can not get roof on building so that we can set electrical panels and equipment. Can't be installed.

Still waiting answer from engineer on pump room - Hazardous - versus - none.

It was brought to the architects attention, By Morrison Electric, that ceiling mounted fixtures have metal ducts and mechanical which prevents the fixtures from being mounted. Referred to Drake and State.

February 12, 1981 - Meeting with engineers to resolve electrical problem on K-line 6. No answer yet received.

State of Oregon Making an inspection. WHO?

February 16, 1981 - Mechanical Contractor has dug ditch which is directly under our feeder conduit rack which prevented installation of more conduit. Trench left open 3½ weeks. DEFINATE DELAY! Letter sent to Drake to correct problem.

February 18, 1981 - - Discussed with engineer where the penetration was designed for feed conduits to fuel station and primary paver. None shown on blueprints. Referred to Drake and State.

Continued - Job Dia [illegible]

MARCH 1981

March 14, 1981 - Still awaiting answer from engineer & PGE for service inside transformer vault room. DELAYING JOB!

March 24, 1981 - Still awaiting reply from engineer on electrical problem at K6.

Still waiting answers from engineer on ceiling mounted light fixtures obstructed by mechanical equipment.

March 31, 1981 - Finally got draeings from engineer on electrical mechanical conflict at K6.

Continued - [illegible]

APRIL 1981

April 13, 1981 - Waiting for location of hoist control. Referred to Drake and State.

Still no access to mechanical room for mechanical or electrical contractor.

Still waiting on mounting information for panel P1-A. Referred to Drake and State. Got tentative answer but not confirmed.

Waitingon mounting instruction from Drake and State on F, H, & H 1 light fixtures stem MTG.

Waiting for information from engineer on where primary conduit are to be stubbed up for power company connection. At Road - Pole.

April 15, 1981 - Waiting on engineer for trasformer mounting and cable tray. (See-Steve EWO)

Change in mounting of N type fixture SE corner of first floor. (Chain Hang) Conflict with electrical panels at K-11 and AH1. Referred to Drake and State.

Waiting for access to mechanical plant. Causing EXTREME DELAY. Insufficient electrical space at H-12 "boiler".

MEETING NOTES
APRIL 15, 1981

#2 PAE is to give a drawing to ZGF on transformer mounting and cable tray work - April 16, 1981.

#6 PAE and ZGF have told us that they would like us to mount all Type N fixtures in SE corner of 1st floor by chain. Mounting height to be 17 feet AFF to clear duct work. PAE AND SGF to send formal change request through Drake as soon as possible.

#8 PAE is working on electrical changes for office wall change. PAE is to deliver sketch to ZGS this afternoon (April 15, 1981), so we can have it by Thursday morning - April 16, 1981. We will review to see if there will be any cost difference.

continued - Job [illegible]

APRIL 1981

#15 Talked to John Romish about F J H-1 light fixtures. He said that these fixtures are to be mounted down on 18" stems. I also informed him that the price or this was in Change request #38. John said he would review change request #38 and approve as soon as possible. I also reminded him that we are not able to order fixtures until change request #38 is approved and there may be a price increase, if not approved by April 20, 1981.

Change Request # 11, Reception has supposedly been approved, finally, but nobody seems to know for sure. I asked Drake to check into to see if they might be able to give me written approval by April 20, 1981.

Reviewed problem of 2" sprinkler main covering our J boxes for lighting on 10 line and 13 line with ZGF and PAE. They are checking into it and to let us know what they would like done.

Sprinkler Contractor was issued a stop work notice on job because their system not approved. This may cause us an added expense and delay since their 2" main is above our J boxes.

April 21, 1981 - Still waiting for answer from Drake and State:

A. Transformer Mounting
B. Duct work preventing light fixture installation
c. Parts room lighting
D. Isolation for Generator Govenor
E. Changes in office walls
F. Hoist Controls
G. Access into East Mechanical Room
H. Light switches in office area

April 28, 1981 - Still waiting for answer from Drake and State:

A. Transformer Mounting
B. Duct work - lights - no agreement

APRIL 1981

C. Small perts room lights

D. Incadescent lighting in directors office Room 206

E. Hoist Control

F. Access to East Mechanical Room

G. Primary feeder service

H. Crane control wiring diagram

I. Toilet room light fixtures-Obsolete

Conflict remains with hot water pipe and location of light fixtures B-5-12 east of upper level.

Conflict with mechanical and electrical south mechancial room-MCC and Air handling unit. Plans and specification will not meet code.

County has asked Drake for substantial completion date. None given.

Morrison had made request through Drake for equipment that is to be transferred from old shop so that we can plan our work. No answer.

Have madepublic complaint on verbal order given by engineer with no written back up. See site meeting notes April 20, 1981.

Sprinkler piping at transformer vault appears to be in error and not acceptable to serving utility. Engineer Error.

April 6, 1981 - Still waiting reply from engineer on transformer mountin.

No answer on ceiling mounted lights.

No answer on diesel generator.

Continued - Job Bre own

MAY 1981

May 4, 1981 - Engineer information required on following:

A. K-11 - AHU - electrical mechanical conflict
B. Lunch room lights
C. Sprinkler piping and electrical vault
D. Office 152 screen wall removed
E. Power connections for rail crane
F. Duct work interferring with ceiling lights
G. Access to east mechanical room
H. Primary electrical service
I. Toilet room fixtures
J. South mechanical room-electrical mechanical conflict
K. Existing equipment list and electrical inspect approval
L. Location of light switches for shower rooms
M. Shower room light fixture change
N. Need information on what fixtures are requested

May 12, 1981 - Still waiting answers on above items

Drake has set November 15, 1981 as aubstantial completion date.

May 18, 1981 - Item A, B, C, above, Shower room, emergency lights, sprinklers, stop work order. Waiting resolution.

Additional conflict where blue prints show surface mounted light fixture 11 & 12-G & K. Referred to Drake and State.

May 12, 1981 - Fire Marshal has lifted the stop work order on first floor against the sprinkler contractor. Basement floor is still under stop work order. This directly affects Morrisons electrical installation since ther is a conflict in sprinkler piping and electrical fixtures installation in same position. DELAY

May 26, 1981 - Still waiting, resolution to follow:

A. Sprinkler light fixture conflict

Continued - Job of [illegible]town

MAY 1981

B. Light fixture and duct work

C. Hoist electrical

D. MCC South mechanical - no written approval

E. Lunch room lights

F. Shower room lights

H. Delete light fixture CR#38

I. Coiling Door electrical CR#49

J. Chain hung light fixtures CR#'s 48, 56 and 57

K. Hook up of mechancial lighting

May 29, 1981 - Answers on F, H, and H1 fixtures

[illegible]

JUNE 1981

June 1, 1981 - The following items unresolved - awaiting answer from Drake and State:

A. Trandformer Mounting

B. Sprinkler - light fixture conflict

C. Light and duct work - written approval

D. Clearence for MCC south mechanical room

E. Lunch room lights

F. Shower room lights

G. Exhaust fans - electrical connect CR #66

H. Light fixtures CR # 56, 57, 48

I. Coiling doors, CR 40

June 4, 1981 - Stop work order due to South mezanine struts collapsing

June 8, 1981 - Unresolved items:

a, b, c, e, f, g, h, i

Additional items referred to Drake and State:

1. Conflict with Morrison
   Installed telephone boards and piping for solar collector (south mechanical)
2. Small parts counter-power and telephone designed in wrong location referred to Drake and State
3. Drafting room requires electrical revision
4. Truck hoist lift R5, R53
5. Carpenter shop electrical revisions R54

June 19, 1981 - *Unresolved:

A, B, 2

Exit lights for stairway #5 basement. Referred to Drake and State.

In March Morrison requested information regarding used equipment coming from old Rocky Butle Shop. Still no list from owner agent.

[illegible]

JUNE 1981

June 19, 1981 - No location for exit light at foot of stairs # 3 basement.

See E-3.

June 24, 1981 - Items unresolved - engineers:

A. Sprinkler piping in transformer and power room

B. Lighting fixtures in finished areas

C. Existing county mechanical equipment

D. Exit lights on second floor require engineer review

E. Mounting height of lights in east ramp

F. Exit lights second floor

G. East Mechanical room fan-connect

H. Electrical connection for Dyno

[illegible]

JULY 1981

Morrison Electric Company is still waiting for site contractor to backfill around building so that extension power conduits can be completed for serving utility to supply wire and power. Also lighting of ramp wall is delayed because ME can't access wall to run conduits or mount fixtures.

DEFINATE DELAY. Morrison Electric can't do any work in Mechanical rooms due to mechanical contractors work activity. Notified Drake.

The electricians on the job have asked why job is being slowed down by Drake. We will contact and try to get answers.

Ceiling grid work is slow which is preventing ceiling fixtures installation as projected.

July 5, 1981 - Unresolved items:

a. Sprinklers in power vault
b. Small parts counter electrical
c. Lighting fixtures South East Area
d. Testing County Owned mechanical equipment
e. Exit signs second floor
f. Mechanical equipment electrical feeded omitted on blue prints
g. East ramp lights
h. Shower light CR59
i. Electrical ramp lights
j. Electrical for hoist CR82
k. Carpenter shop electrical revisions CR83
l. Electrical connect information on jib crane

July 13, 1981 - Items unresolved- waiting engineering:

a. Light fixture mounting in mechanical rooms
b. Electrical wire and conduit for EF 3 & 4
c. Electrical wire for DC1
d. Electrical wire and conduit for elevator control

Continued - Job Breakdown

JULY 1981

e. Electrical wire and conduit for 2 fans east mechanical room

f. Electrical wire and conduit for exit light at B-5

g. Sprinkler piping-power vault

h. Exit signs at front door

i. Immeditate location of owner provided mechnaical equipment required for floorpenetration.

j. Mounting of light fixture in room 028 and 022. (Duct and HVAC equipment conflict)

k. Wire mold as shown on blueprint is incorrectly designed, spce 10 & 11, J & K and room 156

l. Telephone board in South mechanical room (County wants to change)

m. Power connection to building is being delayed due to sprinkler piping being delayed to sprinkler

n. Wall revision in carpenter room change made by architect

o. No answer on location of previously installed trasformer stand

p. Still no answer on where conduit stup up should be for serving utilities

q. Unit heaters are found with incompatible supply voltage by design electrical/mechanical conflict

r. Radio screen room electrical not according to electrical code - need added engineering

s. Lack of U. L. approval for screen room equipment provided by owner

STOP WORK ORDER BY STATE ELECTRICAL INSPECTOR

t. Door #131 will require exit light change due to design

u. Power connect for CO-RAY-VAC are not correct. Morrison will have to install separate cord and connection

v. There is such a lack of space in mechanical rooms that we have asked owners permission to consolidate conduit run

JULY 1981

w. Lack of power feed for sprinkler compressor

x. Lack of power feed for sprinkler flow switch

y. Sprinkler pipe and light fixture still in conflict

z. There is a conflict with conduits to coiling doors on east ramp because of coiling door hardware

al. Engineers have made a mahor change in motor control center from 2 77 to 480 volt, 34 wire to 480 volt 33 wire.

bl. Difficulty experienced in feeding north area fixture design for feed thru, but specific fixture not approved for feed thru operations

cl. Because the engineers did not show conduit location - Morrison Electric is now required to spend added time and money core drilling floors for branch circut feeds

dl. The power feed to AC-1, which we previously notified engineer about, is still unanswered

el. PGE has stated that they cannot accept light fixture as they were installed according to engineers in transformer room

fl. There is no closing information for radiant heater system?

gl. There is no electrical feeder conduit or wires to Carbon Monoxide detector

hl. There is no electrical feeder conduit or wires to battery charge

il. No power feed P-4A, P-4B, EF-4, EF-3

jl. Warehouse lighting can't be installed as designed CR79

kl. No power interconnect means provided for girt blast

ll. No lighting provided for telephone room 117A

ml. Unit heater voltage for UH-17-22, wired for 480-33 wire feed. Mechanical specifications call for 110 volt single phase.

nl. Air Dryer for air compressor not provided with poer connection

ol. Engineers provided electrical connection to sprinkler electrical alarm unit but none provided by mechanical engineer

Continued- Job 81 Down

JULY 1981

pl. Electrical feed and control for sump pump are in conflict with adequate mounting space. No space provided. Possibly change to basement mechanical room.

Continued - Job B[illegible]down

AUGUST 1981

August 1, 1981 - The primary service conduits are complete. PGE is pulling in their feeder cables. We will provide AC power directly to building possibly this week. Became aware that PGE used big power truck to pull feeder cables and destroyed our telephone feeder conduits.

August 4, 1981 - Installing the 500KW diesel generator today. We still have no firm commitment from OSHD on added cost.

Found that the generator as supplied by Halton does not have a neutral tap. Will require field modification by Halton

August 5, 1981 - There is an increasing anxeity over th cracking walls and overhead slabs in the north east corner of building. Many of our electricians feel it is unsafe to work in building. This area is also the area of our emergency diesel generator and main distribution panels.

The following work items referred to Drake and State still remain unresolved:

A. Existing County Equipment-code compliance
B. Existing County Equipment location in new building
C. Electrical service to following pieces of equipment
    1. Unit heater 17
    2. Unit Heater 18
    3. Unit Heater 19
    4. Unit Heater 20
    5. Unit Heater 21
    6. Unit Heater 22
    7. Air dryers-compressor
    8. Dyno room equipment
    9. Carpenter shop revisions
    10. CO detection equipment
    11. Jib crane
    12. Exit lighting

Continued - Job Breakdown

AUGUST 1981

13. Hoist Electrical
14. Mechanical room lights east
15. Mechanical room lights south
16. Mechanical room lights north
17. Exhaust fan 3
18. Exhaust fan 4
19. DC-1
20. Elecvator control
21. 2 fans east mechanical room
22. Screen room lights
23. Sprinkler compressor
24. Sprinkler flow switch
25. Coiling doors
26. Battery charger
27. Grit blast unit
28. Warehouse lights
29. Telephone room lights
30. Sump pumps
31. Fuel station dispensers
32. Lights in repair shop
33. Auxillary contract for motor control center
34. U. L. approval required on coiling doors
35. Feeders to fuel station

D. Lighting fixture for Solar Tank room lighting to be severely modified because of conflict with solar tank mechanical

E. Fuel station will require complete engineering change before proceeding.

F. Fleet wash is not designed well, will require engineering change befor proceeding

AUGUST 1981

G. W fixture is in conflict with physical space available. Fixture will be modified

H. Discrepency on who is to provide to pump alternators for diesel generator. Drake had directed Morrison to provide-Mechanical and Electrical in dispute

I. Telephone board change to a chase between room 151 and 152

J. Waiting for installation of sprinkler may be accomplished so that electrical associated with sprinkler may be accomplished

K. Waiting for Drake to get owner representative to finish grade site so tha t exterior lighting can proceed

L. Waiting for Drake to complete site lighting fixture bases to proceed with site lighting

M. Found that no electrical service provided for exhaust fan 42 & 43

N. AC - 1 equipment provided not same as designed on electrical plans

O. Informed that there is a conflict with size of motor provided for aprinkler compressor from the electrical specification

Continued - Job B[illegible]down

SEPTEMBER 1981

September 2, 1981 - We are now able to begin work in mechanical rooms as most of mechanical equipment now installed.

September 3, 1981 - There remains a dispute on fuel station possible force account in lieu of our proposal-no action directed. Plumbers are installing their pipe in fuel island slab. Upon examination of mechanical we found that copper water pipe stubbed into area for our fuel station motor control center. Referred to Drake and State.

September 9, 1981 - There has been change in fuel tanks from original electrical drawings instead of metal change to fiberglass. Electrical connections are lower on fiberglass and require added labor and material. Conduits from building cannot be extended pending site contractors bringing east ramp to correct grade.

September 14, 1981 - Still unable to go ahead with site lighting pending base location by Drake. Drake says that architect is shanging pole locations.

September 15, 1981 - The building on Northeast corner to settle-Drake had posted STOP WORK AREA SIGNS IN WHAT THEY FEEL ARE DANGEROUS AREAS. These are areas are main electrical installation point and will cause a definate delay in completing. Site landscaper contractor tore out our buried site lighting conduits.

September 19, 1981 - Drake has asked Morrison to remove diesel generator from slab for power grouting in settling area.

We are experiencing extreme unwarranted hours in installing light fixtures in South Mechanical Room.

There is no resolution by owner agent on installation of electrical to fuel station.

September 21, 1981 - Drake has requested power connection for storm drain motor SP-2.

Still no light pole bases built by drake and site landscaper has hauled several loads of top soil into area we will have to trench and lay conduit.

Continued - Job Breakdown

SEPTEMBER 1981

September 28, 1981 - Evaluating the use of a swing shift to overcome delay and meet projected completion date.

Replace diesel generator as to previously designed. Position after power g routing.

September 30, 1981 - Began swing shift to work on spray booth for Drake Contract.

The following electrical items remain unresolved-engineer-owner-architect-DRAKE.

A. Recirculation pump electrical
B. 800 watt heaters overlooked by electrical engineer in fuel station
C. Fuel island electrical redesign
D. Change in diesel generator position to accomadate mechanical conflict
E. Spray booth light fixture in conflict
F. Existing county equipment in code compliance
G. Existing county equipment actual bulding location
H. Solar tank room lighting fixtures
I. Telephone board location and conduits
J. Telephone room lights room 117A
K. C. O. detection power
L. Mechanical room lighting
M. Fuel island electrical underground
N. Fuel station control
O. Battery Charger
P. Exhaust fans EF42 & 43
Q. Screen rooms electrical
R. Fleet wash electrical jurisdiction
S. Sprinkler compressor change
T. Shower revisions

SEPTEMBER 1981

U. Dyno room revisions

V. Dust collector electrical connect CR120

W. Electric Vault CR126

X. Light fixture-duct conflict room 210

Y. Alarm Bell location for sump pump

Z. Light fixture in mens room 114

A1. Light fixture in crew room 151

B1. Jib crane

C1. Fuel island man hole access as required by electrical inspector

D1. Light fixture in skylight

E1. Stair 1 & 7 height rrequirement

F1. Screened storage room lighting 008

G1. Reception entrance light

H1. Light poles-North and South road

Continued - Job Breakdown

OCTOBER 1981

October 1, 1981 - Supertube fixture in mezanine ~~are~~ cannot be installed as designed. We have spent 16 man hours above actual bid time to complete.

October 2, 1981 - We are working east mechanical room power equipment feeds. Disconnect in this room requires crawling into center of machines to connect equipment. Time is in excess of 400% of that required for standard HVAC equipment.

October 3, 1981 - Meeting with Drake today regarding HAVC equipment and TEMPCO. Said they ecpect to have all the HVAC equipment mounted and plumbed by Friday and they wany preliminary start up by Monday. Drake is asking if we would work our men Saturday and Sunday to electrically connect machines. Morrison has agreed to work overtime if directly compensated and actual job completion warrants same.

October 4, 1981 - Worked Specific crew on overtime basis to connect HVAC equipment.

October 6, 1981 - Inspection of grit blast equipment provided by mechanical requires much larger wiring than designed by electrical engineer. Can't complete. Will refer to Drake and State.

State electrical inspector on job and has "red tagged" stop "work order" of owner provided equipment because this area is a class division 2 hazard area and was not designed by engineer this way. DEFINATE DELAY, in making final connect to owner supplied equipment.

The engineers have requested that we move the generator electrical connection to further accomadate settling to building repair.

Electrical feeds to fans in last mechanical room were changed after fan motors were changed to higher voltage.

Continued - Job of [illegible]

OCTOBER 1981

We have just been made aware that when the engineer changed the motor control centers from 304 wire 277-480 to 303 wire 480 volt they did not take into consideration the fuel island lighting which was 277 volt. Fixtures as supplied will not work. New fixtures will be ordered with a 6 to 8 week delay.

October 14, 1981 - Fire Marshal is not in agreement with engineers design of fuel station so have asked that we stop work until they reach an agreement.

The overall effeiciency of the electrical crew is very low due to being pulled back and forth across building to connect equipment in lieu of a standard area approach. (SIGNIFICANT LOSS)

The county employees have been doing work on their equipment to meet UL and electrical approval for hazardous area. Morrison has no objection to their work on their equipment. We are experiencing a definate problem with ther maintenance men turning breakers off and on in our electricl power panels. This could cause injury to our personnel. We are also aware that the county employees may try to construction type electrical work in building which would involve our electrical installation. This we feel we cannot tolerate until we have received final on building. Notified Drake verbally to stop county from such action.

October 19, 1981 - County is beginning to occupy building more equipment and personnel coming in each day. We have been requested to move our installation materials to different areas so that xounty may occupy present area.

October 27, 1981 - County is moving into building in full force.. This is causing owner interference in completion of electrical work.

Electrical inspector back in building. Still will not accept owner provided equipment. RED TAGGED AGAIN

Talked with Drake people again about getting into area barricaded dur to falling rocks. We still have electrical work that must be finished in danger area.

continued - Job [illegible]

OCTOBER 1981

October 28, 1981 - The county has just moved in their other shop equipment. Welders, radial arm saw, ect., and power as designed and insta-led is incorrect.

Also ther is no power source provided for various shop tools on electrical blueprints.

The following items remained unresolved:

a.. County owned equipment will not meet UL approval

b. County owned equipment will not meet hazardous area code requirements

c. Electrical power source for shop equipment not shown on electrical blueprints

d. Power to feed welder outlet of incorrect conduit and wire size

e. Not all county equipment on job yet

f. Insufficient mounting space for lighting in mechancical rooms

g. Grit blast equipment insufficient coundult and wire and breaker design

h. Fuel station engineering not complete

i. Fleet wash conflict-mechanical versus electrical

j. Electrical interconnect for diesel generator

k. Electrical for large spray booth

l. Battery charger-electrical connect

m.. Fuel tank access-as requested by electrical inspector

n. Dyno room-electrical revisions

o. Oily water separation-UL approval

p. Dust collector

q. Electrical connect for EF42 & 43

r. Piping heat tapr-no electrical connect provided

s.. Outlet in darkroom-mounting

t. Change switch in vehicle paint booth

Continued - Job Breakdown

OCTOBER 1981

u. Change in interlock of coiling door to paint booth

v. Change doors of paint booth and resultant electrical change

w. Fire Marshal request for electrical changes at fuel station-to meet fire code

x. Jib crane-electrical connect

y. Electricp for pumps 3A & 3B

z. PUNCH LIST

a1. Sprinkler compressor connection

b1. Motor control center elevation to meet fire code-HAZARDOUS AREA

c1. Fuel station panic button shut down

d1. Paint booth-change electrical

e1. Electric eye sensors-mounting-direction?

f1. Electrical connection in computer room

g1. Revision of lighting for loading dock

h1. Cooling tower electrical revision

i1. Fire alarm panel electrical connection

Continued - Job br[illegible]down

NOVEMBER 1981

Special Morrison Electric crew has been working on vehicle spray booth as directed by Drake. Many changes required to meet Fire and Electrical Codes. We were notified to go ahead on our proposal of cost to supply power to Grit Blast machine. After a review of actual operation it was found that design by engineer would cause severe overlad problem in building lighting and possible brown out. Wrote letter to owner agent explaining that we felt there was a better method to provide power. Owner is reviewing.

The owner provided equipment, which is not compatable with electrical design, has been reviewed with interested parties and suggestions offered by Morrison.

The power and design for welding outlet is in dispute between engineers and County. Morrison has offered suggestions to restore. No action taken by owner.

The following items remain unresolved;

a. Grit blast electrical connect
b. Welder outlet-revision
c. Owner supplied equipment-UL
d. Owner supplied equipment-Location
e. Battery charger-Electrical connect
f. Light control-to stairway #5
g. Main shop-light control
h. Elevation mechanical sump pump control
i. Oily water separator-UL approval
j. Sign shop equipment-electronic equipment requirments
k. Carpenter shop equipment-electrical requirments
l. Two pump alternator-control
m. Dyno room electrical-revisions
n. AHU 8 & 9-electrical requirements
o. Lighting requirements-in County Administration Office

[illegible] Landing Road, Hayw CA 94545
Telephone (415) 887-1300

GOUL
An Electrical/Electronics Com

COR- Rick ✓ 6/7/82

June 4, 1982

Mr. Tom Rauscher
Taylor Electric Supply Company
P.O. Box 14745
Portland, OR 97214

RE: Multnomah County Maintenance Facility
Gould SO#: 8472774 (T.E. SO#: 19-70526)

Gentlemen:

In the initial stages of bidding the above project it was noted on the electrical bid drawings that wiring diagrams for the hand/off/auto switches and pilot lights were not shown. Previous to bidding Robert Stark, Senior Sales Engineer for Gould, spoke with David Stewart of Peterson Associates on 8-22-82 and was informed that these items were to be furnished as part of the Mechanical Package and therefore not part of the motor control center, and thus not priced by Gould.

Upon award of the contract, drawings for approval were submitted and approved by the various responsible individuals and agencies and as per our understanding the HOA switches and pilot lights were not shown.

To the best of our knowledge a wiring diagram for these devices still does not exist, however, we are now being asked to furnish these devices.

We feel we have reasonable cause to ask for $7,032.00 to furnish these devices with no labor backcharges for installation.

Upon a written purchase order, we will order these components and expedite their delivery and any modification that has to be made to the motor control center doors.

Trusting the above meets with your approval, we await your purchase order to proceed with the procurement of the devices.

Very truly yours,

Joseph A. Spicchiali

Joseph A. Spicchiali
Manager, Construction Marketing
Western Regional Office

JAS:ev

cc: R.G. Noble - 7280
W.R. O'Donnell - 7282P
A. Stark - 7282
M.V. Ruggeri - 7280
K. Evans - Santa Maria
H.A. St. John - 7282- S

RECEIVED JUN 1 0 1982

CONTINUATION SHEET *AIA DOCUMENT G703* ATTACHMENT A PAGE 1 OF 7 P

AIA Document G702, APPLICATION AND CERTIFICATE FOR PAYMENT, containing Contractor's signed Certification is attached.
In tabulations below, amounts are stated to the nearest dollar.
Use Column I on Contracts where variable retainage for line items may apply.

APPLICATION NUMBER:
APPLICATION DATE:
PERIOD FROM: Sub-Contract 140-47
TO:
ARCHITECT'S PROJECT NO: Contract No.91

A	B	C	D	E	F	G		H	I
			WORK COMPLETED						
				This Application					
ITEM No.	DESCRIPTION OF WORK MAIN CONTRACT	SCHEDULED VALUE	Previous Applications	Work in Place	Stored Materials (not in D or E)	TOTAL COMPLETED AND STORED TO DATE (D+E+F)	% (G÷C)	BALANCE TO FINISH (C−G)	RETAINAG
	Div. 16 Electrical								
6100	Basic Materials & Methods	9,000.00	9,000.00	--------	---------	9,000.00	100%	---------	
16110	Conduits, Raceways, Boxes, & Fittings	68,000.00	68,000.00	--------	---------	68,000.00	100%	---------	
16120	Conductors & Connectors	53,616.00	53,616.00	--------	---------	53,616.00	100%	---------	
6140	Wiring divices & plates	3,170.00	3,170.00	--------	---------	3,170.00	100%	---------	
16160	Motor Starters, Disconnect & Over current	12,000.00	12,000.00	--------	---------	12,000.00	100%	---------	
16400	Secondary Service and Distribution	40,000.00	40,000.00	--------	---------	40,000.00	100%	---------	
16450	Grounding	2,000.00	2,000.00	--------	---------	2,000.00	100%	---------	
16460	Transformers	18,000.00	18,000.00	--------	---------	18,000.00	100%	---------	
16471	Branch Panel Boards	28,000.00	28,000.00	--------	---------	28,000.00	100%	---------	
16500	Lights, Fixtures, and Lamps	139,000.00	139,000.00	--------	---------	139,000.00	100%	---------	
16720	Carbon Momoxide Detection and Alarm System	25,000.00	25,000.00	--------	---------	25,000.00	100%	---------	
6740	Telephone Conduit Systems	6,000.00	6,000.00	--------	---------	6,000.00	100%	---------	
16920	Motor Control Centers	70,000.00	70,000.00	--------	---------	70,000.00	100%	---------	
		473,786.00	471,793.00	---------	--------	473,786.00	100%	---------	

CONTINUATION SHEET *AIA DOCUMENT G703* ATTACHMENT B PAGE 2 OF 7 P.

AIA Document G702, APPLICATION AND CERTIFICATE FOR PAYMENT, containing Contractor's signed Certification is attached.

In tabulations below, amounts are stated to the nearest dollar.

Use Column I on Contracts where variable retainage for line items may apply.

APPLICATION NUMBER:
APPLICATION DATE:
PERIOD FROM:
TO:
ARCHITECT'S PROJECT NO:

A	B	C	D	E	F	G		H	I
			WORK COMPLETED						
				This Application					
ITEM No.	DESCRIPTION OF WORK MAIN CONTRACT	SCHEDULED VALUE	Previous Applications	Work In Place	Stored Materials (not in D or E)	TOTAL COMPLETED AND STORED TO DATE (D+E+F)	% (G÷C)	BALANCE TO FINISH (C−G)	RETAINAG
30	500 KVA GENERATOR	$61,000.00							
	Generator and Transfer switshes	56,000.00	56,000.00	---------	----------	56,000.00	100%	----------	
	Basic materials and methods of application	4,600.00	4,600.00	---------	----------	4,600.00	100%	----------	
13	ELECTRICAL SITE WORK	$50,000.00							
	Feeders to site lighting	12,000.00	12,000.00	---------	----------	12,000.00	100%	----------	
	Primary power feeder	9,000.00	9,000.00	---------	----------	9,000.00	100%	----------	
	Basic material and methods	19,000.00	19,000.00	---------	---------	19,000.00	100%	----------	
	Install poles & Fixtures	10,000.00	10,000.00	---------	---------	10,000.00	100%	----------	
29	FUEL STATION	$ 8,214.00							
	Basic materials and methods	1,114.00	1,114.00	---------	---------	1,114.00	100%	----------	
	Boxes fittings and wiring	4,100.00	4,100.00	---------	---------	4,100.00	100%	----------	
	Underground feeders	3,000.00	3,000.00	---------	---------	3,000.00	100%	----------	
D-68	SOLAR HEAT SYSTEMS	$438.00	438.00	---------	---------	438.00	100%	----------	
		119,652.00	119,652.00	----------	---------	119,652.00	100%	----------	

CONTINUATION SHEET **AIA DOCUMENT G703** ATTACHMENT C PAGE 3 OF 7

AIA Document G702, APPLICATION AND CERTIFICATE FOR PAYMENT, containing Contractor's signed Certification is attached.
In tabulations below, amounts are stated to the nearest dollar.
Use Column I on Contracts where variable retainage for line items may apply.

APPLICATION NUMBER:
APPLICATION DATE:
PERIOD FROM:
TO:
ARCHITECT'S PROJECT NO:

A	B	C	D	E	F	G		H	I
			WORK COMPLETED						
				This Application					
ITEM No.	DESCRIPTION OF WORK MAIN CONTRACT	SCHEDULED VALUE	Previous Applications	Work in Place	Stored Materials (not in D or E)	TOTAL COMPLETED AND STORED TO DATE (D+E+F)	% (G÷C)	BALANCE TO FINISH (C−G)	RETAINAG
A-66	FINISH AREAS AT BASEMENT	$27,993.00							
	Basic material and methods	7,543.00	7,543.00	----------	----------	7,543.00	100%	----------	
	Conduits,raceways, boxes, and fittings.	13,650.00	13,650.00	----------	----------	13,650.00	100%	----------	
	Conductors and connectors	4,800.00	4,800.00	----------	----------	4,800.00	100%	----------	
	Wiring divices and plates	2,000.00	2,000.00	----------	----------	2,000.00	100%	----------	
E-69	FLEET WASH	$ 1,115.00							
	Basic materials and methods	100.00	100.00	---------	----------	100.00	100%	----------	
	Boxes fittings and wiring	215.00	215.00	---------	----------	215.00	100%	----------	
	Underground Feeders	800.00	800.00	---------	----------	800.00	100%	----------	
	TOTALS THIS PAGE	$29,108.00	29,108.00	----------	---------	29,108.00	100%	---------	
									$62,254.
							RETENTION RELEASE:		-(15,000.
	TOTAL	622,546.00	622,546.00		---------	622,546.00	100%	---------	$47,254.6

CONTINUATION SHEET AIA DOCUMENT G703 ATTACHMENT D PAGE 4 OF 7

AIA Document G702, APPLICATION AND CERTIFICATE FOR PAYMENT, containing Contractor's signed Certification is attached.
In tabulations below, amounts are stated to the nearest dollar.
Use Column I on Contracts where variable retainage for line items may apply.

APPLICATION NUMBER:
APPLICATION DATE:
PERIOD FROM:
TO:
ARCHITECT'S PROJECT NO:

A	B	C	D	E	F	G		H	I
			WORK COMPLETED						
				This Application					
ITEM No.	DESCRIPTION OF WORK CHANGE REQUESTS	SCHEDULED VALUE	Previous Applications	Work in Place	Stored Materials (not in D or E)	TOTAL COMPLETED AND STORED TO DATE (D+E+F)	% (G÷C)	BALANCE TO FINISH (C−G)	RETAIN
CR# 1	Inv. #6492	1,513.00	1,513.00			1,513.00	100%		[illegible]
10		566.00	566.00			566.00			56.
11	5983	1,567.00	1,567.00			1,567.00			156.
27	5984	996.00	996.00			996.00			99.
36	7016 ($3,337.97)	3,340.00	--------	3,340.00		3,340.00			
38	Credit Stem-Hang #6174	-(352.00)		-(352.00)		-(352.00)			
44	6591 (488.14)	488.00	488.00			488.00			48.
46	7002 (140.68)	141.00	141.00	--------		141.00			14.
48	#6134,6132,6133 PA-27	2,649.00	2,649.00	--------		2,649.00			264.
49	6135	8,108.00	8,108.00	--------		8,108.00			810.
59	6162	512.00	512.00	--------		512.00			51.
66	6173 (2,587.24)	2,587.00	2,587.00	--------		2,587.00			258.
77	(46.80)	47.00	--------	47.00		47.00			
79	6256	1,458.00	1,458.00	--------		1,458.00			145.
82	6269	2,494.00	2,494.00	--------		2,494.00			249.
85	6348 (11,040.95)	11,041.00	5,520.00	5,521.00		11,041.00			55
93	(17,083.27)	17,083.00	17,083.00			17,083.00			1,7
101	PA 54 6270 (1,718.40)	1,718.00	1,718.00	--------		1,718.00			171.
101	CREDIT #05507 -(1,718.40)	-(1,718.00)	--------	-(1,718.00)		-(1,718.00)			
101	7006	1,966.00	--------	1,966.00		1,966.00			
106	#52 6271 (399.33)								
109	#52 6272 (170.71)								
110	#52 6273 (134.28)	704.00	704.00	--------		704.00			70.
118	6274 (2,020.11)	2,020.00	2,020.00	--------		2,020.00			202.
118	CREDIT #05507	-(2,020.00)	--------	-(2,020.00)		-(2,020.00)			
118	PA-53 7005 (3,501.68)	3,501.00		3,501.00		3,501.00			
120	6785	700.00	700.00	--------		700.00			70.
131	7019 (1,750.10)	1,750.00	1,750.00	--------		1,750.00			175.
	TOTALS THIS PAGE	$62,859.00	$52,574.00	10,285.00		62,859.00			5,257.
	Sub-Total	685,405.00	$675,120.00	10,285.00		685,405.00			52,512.

CONTINUATION SHEET *AIA DOCUMENT G703* ATTACHMENT E **PAGE** 5 **OF** 7.

AIA Document G702, APPLICATION AND CERTIFICATE FOR PAYMENT, containing Contractor's signed Certification is attached.
In tabulations below, amounts are stated to the nearest dollar.
Use Column I on Contracts where variable retainage for line items may apply.

APPLICATION NUMBER:
APPLICATION DATE:
PERIOD FROM:
TO:
ARCHITECT'S PROJECT NO:

A	B		C	D	E	F	G		H	I
	DESCRIPTION OF WORK		SCHEDULED VALUE	WORK COMPLETED			TOTAL COMPLETED AND STORED TO DATE (D+E+F)	% (G÷C)	BALANCE TO FINISH (C−G)	RETAI
				Previous Applications	This Application					
	CHANGE REQUESTS				Work in Place	Stored Materials (not in D or E)				
CR										
132	# 6410	(45.00)						100%		
136	6409	(155.88)								
140	6408	(309.33)	513.00	564.00	-(51.00)		513.00			56.
140	CR [illegible] #65507		(309.33)		-(309.33)		(309.33)			
140	70[illegible]3		461.46		461.46		461.46			
148	[illegible] 21		116.00	115.00	1.00		116.00			11.
183	6672	(2,750.89)	2,751.00	———	2,751.00		2,751.00			
	Totals This Page		3,532.13	679.00	2,853.13		3,532.13			67.
	Sub-Totals		$688,937.13	$675,799.00	$13,138.13		$688,937.13			$52,579.

CONTINUATION SHEET AIA DOCUMENT G703 ATTACHMENT F PAGE 6 OF 7

AIA Document G702, APPLICATION AND CERTIFICATE FOR PAYMENT, containing Contractor's signed Certification is attached.
In tabulations below, amounts are stated to the nearest dollar.
Use Column I on Contracts where variable retainage for line items may apply.

APPLICATION NUMBER:
APPLICATION DATE:
PERIOD FROM:
TO:
ARCHITECT'S PROJECT NO:

A	B		C	D	E	F	G		H	I
				WORK COMPLETED						
					This Application					
ITEM No.	DESCRIPTION OF WORK EWO'S		SCHEDULED VALUE	Previous Applications	Work in Place	Stored Materials (not in D or E)	TOTAL COMPLETED AND STORED TO DATE (D+E+F)	% (G÷C)	BALANCE TO FINISH (C−G)	RETAI
EWO'S		MEC								
# 2	Inv. #5559	(105.88)						100%		
		CM-(17.05)	88.00	89.00	-(1.00)		88.00			1
7	Inv. #6327	(74.99)	109.00	108.00	1.00		109.00			3
12	#6295	(311.47)	300.00	311.00	-(11.00)		300.00			
13	#6296	(83.49)								
	#6358-A	(63.64)								
	#6418	(125.47)								2
	#6471	(56.94)	331.00	291.00	40.00		331.00			5
15	#6399	(548.68)	548.00	548.00	------		548.00			
15	#6415	(568.14)	569.00	-----	569.00		569.00			
17	#6398	(36.00)	36.00	36.00	-----		36.00			
19	#6422	(2,210.37)								
	#6470	(45.24)								
	#6563	(474.63)								
	#6710	(176.87)								1
	#6825	(88.91)	3,080.00	129.00	2,951.00		3,080.00			407
20	#6403	(3,969.35)	3,967.00	4,071.00	-(104.00)		3,967.00			
	C.M. #05507	CM-(1,157.27)	-(1,157.00)		-(1,157.00)		-(1,157.00)			
	#06565	(6,675.34)	6,675.00		6,675.00		6,675.00			
25	#6423	(151.47)								
	#6424	(1,611.12)								
	#6562	(3,588.16)								519
	#6566	(482.12)	5,875.00	5,199.00	676.00		5,875.00			
26	#6580	(365.25)	365.00	-----	365.00		365.00			
	Totals This Page		$ 20,786.00	$ 10,782.00	$ 10,004.00		$ 20,786.00			1,078
	Sub-Totals		709,723.13	686,581.00	23,142.13		709,723.13			53,658

CONTINUATION SHEET

AIA DOCUMENT G703 ATTACHMENT G

PAGE 7 OF 7

AIA Document G702, APPLICATION AND CERTIFICATE FOR PAYMENT, containing Contractor's signed Certification is attached.

In tabulations below, amounts are stated to the nearest dollar.

Use Column I on Contracts where variable retainage for line items may apply.

APPLICATION NUMBER:
APPLICATION DATE:
PERIOD FROM:
TO:
ARCHITECT'S PROJECT NO:

A	B	C	D	E	F	G		H	I
			WORK COMPLETED						
				This Application					
ITEM No.	DESCRIPTION OF WORK EWO'S	SCHEDULED VALUE	Previous Applications	Work in Place	Stored Materials (not in D or E)	TOTAL COMPLETED AND STORED TO DATE (D+E+F)	% (G÷C)	BALANCE TO FINISH (C−G)	RETAIN
EWO'S	MEC								
# 27	Inv. #6578 (36.00)	36.00	----	36.00		36.00			
29	#6579 (293.30) #6581 (356.95) #6587 (2,069.49) #6589 (461.58) #7007 (98.85)	3,338.00	293.00	3,045.00		3,338.00			2
30	#6020 (1,013.24)	1,013.00	1,013.00	------		1,013.00			10
31	#7014 (367.26)	368.00	------	368.00		368.00			
33	#6592 (150.18)	150.00	-------	150.00		150.00			
35	#6698-A (85.12)	85.00	------	85.00		85.00			
37	#6588 (292.41)	292.00	------	292.00		292.00			
	Totals This Page	5,282.00	1,306.00	3,976.00		5,282.00			130
	TOTAL	$715,005.13	$687,887.00	27,118.13		$715,005.13			$53,788

CONTINUATION SHEET *AIA DOCUMENT G703* ATTACHMENT H **PAGE** 1 **OF** 2

AIA Document G702, APPLICATION AND CERTIFICATE FOR PAYMENT, containing Contractor's signed Certification is attached.

In tabulations below, amounts are stated to the nearest dollar.

Use Column I on Contracts where variable retainage for line items may apply.

APPLICATION NUMBER:
APPLICATION DATE:
PERIOD FROM: Sub-Contract 140-4
TO: Contract 9
ARCHITECT'S PROJECT NO:

A	B	C	D	E	F	G		H	I
			WORK COMPLETED						
				This Application					
ITEM No.	DESCRIPTION OF WORK DIRECT REQUESTS	SCHEDULED VALUE	Previous Applications	Work in Place	Stored Materials (not in D or E)	TOTAL COMPLETED AND STORED TO DATE (D+E+F)	% (G÷C)	BALANCE TO FINISH (C−G)	RETAIN
	EXTRA WORK ITEMS								
	Invoice #5477	3,242.80							
	C.M. #5477	-(271.89)	2,970.91	------		2,970.91			
	Invoice #5491	699.82							
	C.M. #5491	-(320.04)	379.78	--------		379.78			
	#5716	428.07	428.07	-------		428.07			
	#5759	1,748.40	1,748.40			1,748.40			
	#5867	596.83		596.83		596.83			
	#5904	97.26	97.26			97.26			
	#6172	57.32	57.32			57.32			
	#6230	49.69	49.69			49.69			
	#6236	33.13	33.13			33.13			
	#5814	81.02		81.02		81.02			
	#6291	377.01	377.01			377.01			
	#6356	82.82	82.82			82.82			
	#6405	1,298.26	1,298.26			1,298.26			
	#6411	49.69	49.69			49.69			
	#6414	89.63	89.63			89.63			
	#6488	2,598.99	2,598.99			2,598.99			
	#5717	68.84	68.84			68.84			
	#6357	1,081.81	1,081.81			1,081.81			
	#6404	1,515.04	1,515.04			1,515.04			
	#6038	34.49	34.49			34.49			
	#6058	66.26	66.26			66.26			
	#6061	99.39	99.39			99.39			
	#6406	1,332.61	1,332.61			1,332.61			
	Totals This Page	$15,137.25	$14,459.40	677.85		$15,137.25			------
	Sub-Totals	$15,137.25	$14,459.40	$ 677.85		$15,137.25			

CONTINUATION SHEET

AIA DOCUMENT G703 ATTACHMENT I

PAGE 2 OF 2

AIA Document G702, APPLICATION AND CERTIFICATE FOR PAYMENT, containing Contractor's signed Certification is attached.
In tabulations below, amounts are stated to the nearest dollar.
Use Column I on Contracts where variable retainage for line items may apply.

APPLICATION NUMBER:
APPLICATION DATE:
PERIOD FROM:
TO:
RCHITECT'S PROJECT NO:

A	B	C	D	E	F	G		H	I
ITEM No.	DESCRIPTION OF WORK DIRECT REQUESTS	SCHEDULED VALUE	WORK COMPLETED Previous Applications	This Application Work in Place	Stored Materials (not in D or E)	TOTAL COMPLETED AND STORED TO DATE (D+E+F)	% (G÷C)	BALANCE TO FINISH (C−G)	RETAIN
	EXTRA WORK ITEMS								
	Invoice #6417	5,357.80	5,357.80			5,357.80			
	#6595	838.22		838.22					
	C.M. 6595	-(838.22)		-(838.22)					
	#6476	521.92	260.96	260.96		521.92			
	#6575	187.23	187.23			187.23			
	#6582	676.43	676.43			676.43			
	#6584	220.25	220.25			220.25			
	#5507-001	1,910.42							
	C.M. #5507-001	-(161.10)	1,748.82	.50		1,749.32			
	#6416	994.55		994.55		994.55			
	#7008	1,116.53		1,116.53		1,116.53			
	#7012	1,281.30		1,281.30		1,281.30			
	#7009	2,790.22		2,790.22		2,790.22			
	#7015	1,251.64		1,251.64		1,251.64			
	#6569	5,752.91	5,752.91			5,752.91			
	#5718	152.06	152.06			152.06			
	#7010	495.85		495.85		495.85			
	#6778	1,810.84		1,810.84		1,810.84			
	#6803	171.18		171.18		171.18			
	#6703	100.00		100.00		100.00			
	#6872	100.65	100.65	[illegible]		100.65			
	#6570	71.07	71.07			71.07			
	#6722	33.13	33.13			33.13			
	#7004	54.03	54.03			54.03			
	Totals This Page	$24,888.91	$14,615.34	$10,273.57		$24,888.91			
	TOTAL	$40,026.16	$29,074.74	$10,951.42		$40,026.16			

AIA DOCUMENT G703 • CONTINUATION SHEET • APRIL 1978 EDITION • AIA® • © 1978
THE AMERICAN INSTITUTE OF ARCHITECTS, 1735 NEW YORK AVE., N.W., WASHINGTON, D.C. 20006

1980 Multnomah County Maint. 9188
& Operations Facility (Phase 3)
(general construction) #3

7-30-82

C&A 5439

11-9-79

11 4-80

8 12 80

10-29-81

11-9-81

10-29 81

C&A 7602

jc cc: OSHD (L. W. Rulien) REG (HPP.010.3)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

E/1 ______
AAE ______
A ______
ACCTS

RECEIVED
STATE HWY ENGR
JUL 16 '87
REFER TO Fredrickson
FOR

REGION NO. 10	**REPORT NO.** 22	**COUNTY** Multnomah	**DIVISION** Oregon
DATE OF REPORT 7/8/87	**REPORT MADE BY** Larry Heil, Assistant Area Engineer		**PROJECT NO.** I-205-7(75)312
COMPLETION DATE (Actual) 1/7/82	**ACCEPTANCE DATE BY CONRTACT AGENCY** 4/24/86	**TIME ELAPSED** 117 %	**CONTRACT TIME** 390 Calendar Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MULTNOMAH COUNTY MAINTENANCE & OPERATIONS FACILITY, PHASE III
MULTNOMAH COUNTY
General Construction

This contract is the third phase of a project to construct a new operations and maintenance facility for Multnomah County as a functional replacement by I-205. The first contract was for the excavation of the site. The second contract was to furnish and erect precast building elements. This Phase III contract was to complete the building and site.

The Phase III contract was awarded to Donald M. Drake Company on 9/25/80. Work started 10/6/80 and was completed 1/7/82. Time extensions were granted due to delays in erection of precast members by the Phase II contractor, additional work and plan revisions which negated the necessity for liquidated damages. The final Phase III project cost of $9,751,580 represents a negligible overrun. $20,000 was expended litigating claims and there was a $4,218 claim settlement.

Acceptance of this project is subject to the following adjustments.

1. Our March 10, 1982 letter authorized $33,390 for work to be performed on 190th Avenue. Since more than 5 years have elapsed, and the work has not been completed, FHWA authorization in that amount is hereby withdrawn.
2. Price Agreements No. 1 and 2, as well as Extra Work Order No. 16 should be coded non-participating. Price Agreement No. 61 should also be non-participating as it relates to the adjustment tabulation attached to this report.
3. Based on our March 31, 1981 memorandum, Price Agreement No. 5 is eligible for participation with Federal funds.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Clifford T. Christiansen		**SIGNATURE** Original Signed By JERALD E. HEIMBUCH District Engineer	
TITLE Area Engineer	**DATE** 7/8/87	**TITLE** District Engineer A	**DATE** 7/16/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

June 9, 1986

CON 5 - #9188

The Travelers Indemnity Company
Surety Department
111 S.W. Fifth, #1600
Portland, OR 97204

On May 8, 1986, we wrote to you concerning release of final payment on Contract No. 9188 awarded to Donald M. Drake Company for work on the Multnomah County Maintenance & Operations Facility (Phase 3) in Multnomah County.

Final payment on this contract is $.03 and the total contract amount is $9,282,948.66 including $159,868.27 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Donald M. Drake Company
1740 N.W Flanders Street
Portland, OR 97209

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9188

May 20, 1986

CON 5 - #9188

Donald M. Drake Company
1740 Northwest Flanders Street
Portland, OR 97209

Attention: Donald B. Kane
Vice President-Finance

This is in response to your letter of May 14, 1986, concerning claims filed against Contract No. 9188.

You state in the letter that all the claims have been paid several years ago. This may be correct and the claimants may not have notified this office when they received payment.

We have attached a brief listing of the claims which have been filed with our office. The claims that are lined out are the ones which we have been notified as paid.

Thank you for your interest in this matter.

Robert W. Gormsen
COMMISSION SERVICES

Attachment

FKN:cb

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS/DEVELOPERS
503 226-3991

May 14, 1986

Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: CON 5 - Contract 9188

ATTENTION: Robert W. Gormsen

Gentlemen:

Thank you for your letter of acceptance dated May 8, 1986, with regard to Contract 9188.

Although the 4 years that it has taken to process this acceptance was not warranted in our opinion, we do appreciate the prompt response to my follow-up inquiry last month.

I am concerned about the last sentence of your letter which stated in regard to claims filed against our bond, "some of which have been paid". According to our records, all claims were paid several years ago.

At your earliest convenience, please notify the undersigned of the remaining unpaid claims according to your records.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President-Finance

DBK/led
cc: Peter deC. Ebert
The Travelers Indemnity Company

RECEIVED
MAY 1[illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INCORPORATED JANUARY 2 1973

1-21-82	Notice of claim from Allen & Yazbeck, Attys., on behalf of Morrison Electric Co. for labor & materials against Donald M. Drake in amt. of $271,092.74.
1-25-82	Ack. above claim. cc: contractor, surety, agent & Sec. of State for filing. Filed 1-26-82. No. CL-82-9.
~~3-24-82~~	~~Claim ltr. from Albany Iron Works, Inc. for materials & labor in amt. of $44,401.~~
~~4-6-82~~	~~Ack. above ltr. cc: contractor, surety, agent & Sec. of State for filing. Filed [illegible] No. CL-82-62~~
~~5-21~~	~~Ltr/attached Satisfaction of Lien from Donald M. Drake Co. signed by Albany Iron Works, Inc. re claim in amt. of $44,401.~~
~~5-28~~	~~Ack. above ltr. & lien [illegible]~~.
6-30-82	Notice of Claim ltr. from A-Line Equipment Co. for labor & material in amt. of $15,457.83.
7-16-82	Ack. above ltr. cc: Contractor, Surety, Agent, & Sec. of State for filing. Filed 7-19-82. #CL-82-135.
~~7-23-82~~	~~Note from Albany Iron Works that claim for $44,401 is satisf.~~
8-19-82	Claim ltr: from Atlas Heating, Inc. for labor & materials in amt. of $5,793.60.
8-30-82	Ack. above ltr. cc: contractor, surety, agent & Sec. of St. for filing. (Filed directly with Sec. of State) Filed 8-31-82 #CL 82-162

files

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Mocon Corporation Contract No. 9880	Lombard St.-Marine Dr. Conn. (Ptld.) Multnomah County	4-2-86
Cascade Const. Co., Inc. Contract No. 10039	River Rd.-E. Portland Freeway Clackamas County	4-4-86
Roy E. Ladd, Inc. Contract No. 9338	Polallie Cr.-Mt. Hood Hood River County	4-17-86
Hamilton Electric, Inc. Contract No. 9850	Truck Escape Ramps Jackson County	4-18-86
Bayview Transit Mix, Inc. Contract No. 10062	District 1 Paving Project Clatsop County	4-23-86
A & R Construction, Inc. dba LACO Construction Contract No. 9787	Malheur River Bridge Malheur County	4-24-86
Gervais Construction, Inc. Contract No. 9739	Col. Riv. Toll Plaza (Astoria) Clatsop County	4-24-86
Roseburg Paving Co. Contract No. 9993	S.Fork Coquille R.-Railroad Ave. Coos County	4-24-86
Don Haisch Const., Inc. Contract No. 9983	SE Ochoco St.-SE 17th Ave.(Mil.) Clackamas County	4-24-86
Columbia Pacific Const. Contract No. 10127	Plum Cr. (Bethel Rd.) Br. Polk County	4-24-86
M & J Electric, Inc. dba Marine & Industrial Elect. Contract No. 9894	Sunset Hwy. @ Cornell Rd. Washington County	4-24-86
Donald M. Drake, Co. Contract No. 9188	Mult. Co. Maint. & Operations Fac. Multnomah County	4-24-86
Clarke Electric, Inc. Contract No. 9619	Chemawa Intch.-Pine St. NE Marion County	4-24-86
Cascade Const. Co., Inc. Contract No. 9701	Arterial St. O'lay Proj. #4, Unit 2 Multnomah County	4-24-86

Contractor and Contract No.	Section and County	Acceptance Date
Schoolhouse R Electric Contract No. 9910	Beltline Hwy. @ Barger Ave. Lane County	4-24-86
J. C. Compton Company Contract No. 9996	Region 3 Seal Project Various Counties	4-25-86
Holm II, Inc. Contract No. 9974	Mill Cr. (Lower Mill Cr. Rd.) Br. Yamhill County	4-25-86

EXPENDITURE RECAP

	ABOVE PROJECTS	FY TO DATE
Original Authorization	$ 24,217,551.84	$ 166,990,171.22
Anticipated Costs	$ 25,078,623.66	$ 168,421,423.72
% Overrun (Underrun)	+3.6%	+ .09%

May 12, 1986

W. E. Schwartz, P.E.
Asst. State Highway Engineer

CPC/FL6/MAY86

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

TO: File

DATE: February 13, 1984

J B Boyd

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Settlement Request
Multnomah County
Public Works
File 46993A
FAP No. I-205-7(76)311
(SHOPS)

NOTED
H. S. COULTER

NOTED
W. E [illegible]

RECEIVED
STATE HWY ENGR
FEB 13 '84
REFER TO Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	[illegible]
☒						

Mr. Luther Jensen, Assistant Attorney General, Bryant Jackmond and I had considerable discussion on the Morrison Electric claim and law suit against Donald Drake, the Architects, Zimmer Gunsul Frasca and their consultant, Petersen Engineering. The discussion was about a settlement being proposed by Mr. Jensen of approximately $178,000, of which $110,000 was presently allocated to the County and/or the State.

The claim and suit are for about $290,000 plus interest in the amount of $30,000, making a total exposure of $325,000. The County has not been willing to accept any more responsibility than $30,000, leaving us with a exposure in the settlement of $70,000. The $110,000 would be the subject of a law suit between the County and ourselves. I feel very strongly that we are not responsible for this amount of money and would only accept a token amount to be paid by the State. It seemed proper to proceed with the trial and then the subsequent allocations to the responsible parties. A subsequent law suit requiring Multnomah County to pay our costs would then be in order. Bryant Jackmond, Luther Jensen and I agreed to proceed to trial on the 7th.

On the 9th, early in the morning, Mr. Luther Jensen phoned; the proposition had changed. Multnomah County will pay the $110,000 in the settlement. This in return for an agreement with the State that the issue of responsibility for the $110,000 ultimately be settled by arbitration of someone such as former Chief Justice Arno Deneke. My opinion of this was that with compulsory arbitration that our cause was reasonable and we had nothing to fear based on our agreements and the whole history of this activity with Multnomah County ultimately being responsible for that amount of money.

I tried to phone Mr. Bryant Jackmond. He was not available. I then discussed the matter with Mr. Scott Coulter, Highway Engineer explaining to him the history of this particular claim. The position that we were in relative to our responsibilities as construction manager and the recommendation that I would make that arbitration would ultimately vindicate our responsibility in the $110,000 settlement issue. The exposure continues to be there, but I believe that this is a proper way to avoid high legal costs and to objectively settle Multnomah County's responsibility in this matter. After hearing my position, Mr. Coulter agreed that this was a responsible way to settle this issue.

Luther Jensen was then called and told to proceed with his settlement as proposed.

JBB:jr

cc: H. S. Coulter
    Bryant Jackmond

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 28, 1983

In Reply Refer to
File No.:
CON

Donald M. Drake Company
Attention: Peter Ebert
1740 N. W. Flanders Street
Portland, OR 97209

Contract Claim
Multnomah County Public Works Facility
Contract No. 9188

A review of the claim submitted by you on the cost to modify the paint booth facility has been completed. I have reviewed recommendations regarding this claim from the Claims Review Board and our Legal Counsel.

Your claim for extra compensation is approved in part. Compensation in the amount of $4,218.31 for modifications to the bifold equipment doors is granted along with any interest due under the contract. Compensation in the amount of $165.00 for the installation of a personnel access door is denied for lack of merit since such is clearly required by the specifications.

My decision in these matters, as previously agreed, is final and binding on you and Multnomah County.

H. S. Coulter
State Highway Engineer

cc Tor Lyshaug
Multnomah County

NOTED
W. E. SCHWARTZ

bc Robert N. Bothman
E. S. Hunter
W. E. Schwartz
R. L. Schroeder
J. B. Boyd
Gary A. Potter
J. L. Sollis
O. B. Jackmond
Allan Harwood
Robert Shotwell
Steve Macnab

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 28, 1983

In Reply Refer to
File No.:
CON

Tor Lyshaug, Director
Operations and Maintenance
Multnomah County
1620 S. E. 190th
Portland, OR 97233

Contract Claim
Multnomah County Public Works Facility
Contract No. 9188

A review of the claim submitted by D. M. Drake Company on the cost to modify the paint booth facility has been completed. I have reviewed recommendations regarding this claim from the Claims Review Board and our Legal Counsel.

Their claim for extra compensation is approved in part. Compensation in the amount of $4,218.31 for modifications to the bifold equipment doors is granted along with any interest due under the contract. Compensation in the amount of $165.00 for the installation of a personnel access door is denied for lack of merit since such is clearly required by the specifications.

My decision in these matters, as previously agreed, is final and binding on D. M. Drake Company and Multnomah County.

H. S. Coulter
State Highway Engineer

bc Robert N. Bothman
E. S. Hunter
W. E. Schwartz
R. L. Schroeder
J. B. Boyd
Gary A. Potter
J. L. Sollis
O. B. Jackmond
Allan Harwood
Robert Shotwell
Steve Macnab

734-3122

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: October 28, 1983

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Contract Claim
Multnomah County Public Works Facility
Contract No. 9188

NOTED
H. S. COULTER

The Claims Review Board has reviewed a claim on the subject project submitted by Donald M. Drake Company for extra compensation resulting from modifications made to a drive-through paint booth on the subject contract. The claim is in two parts. Part 1 is for modification to the front bifold doors of the paint building to eliminate a conflict with the Public Works Facility Building's overhead equipment doors. Amount claimed is $4,218.31. Part 2 is for installation of a personnel access door to meet fire codes. Amount claimed is $165.00.

Representing D. M. Drake were Peter Ebert, Thomas Strebel and David R. Trochtenberg, Attorney. Representing their subcontractor, A-Line Equipment Company, were L. N. Goldhammer and F. Gordon Allen, Attorney. Representing the manufacturer of the paint booth DeVilbiss Company was Jeff Bowden. Multnomah County was represented by Tor Lyshaug. The Highway Division was represented by Allan Harwood and Bob Shotwell.

The Board members present were Robert Schroeder, Gary Potter, myself and Steve Macnab, Secretary. Also present were Jack Sollis, Assistant Attorney General, and Bryant Jackmond.

Findings

The contract specifications were specific as to the dimensions of the paint room booth required, even to the extent that a specific manufactured booth was required by model number. In this case it was a DeVilbiss Company model DF629 unit (or approved equal). The contract specifications also state that the booth shall have "...code approved...personnel access doors...".

The architect was aware prior to advertising the project that the specified paint booth was in conflict with the Public Works Building's front wall and the bifold equipment doors for that booth would not open to their full 12-foot clearance. He was apparently willing to settle for a lesser opening clearance that still provided sufficient width for the County's equipment to enter the booth. This prior knowledge is supported by his acceptance of shop drawings for the paint booth.

A second more critical conflict was encountered when the paint booth was installed. The steel coils for the building's overhead doors protruded beyond the front wall and were low enough in height to interfere with the normal operation of the paint booth doors. As a result, the paint booth doors could not open sufficiently for County vehicles to enter.

The doors to the paint booth were then modified by decreasing their height enough to clear the steel coils and shroud.

The County believes that the prime contractor is totally responsible for coordinating the construction of the building and is responsible for the cost of any modification required to eliminate conflicts such as this one. Their position is supported by section 11010(1.2) of the specifications which states in part:

> "All contractor-furnished equipment shall be suitable for installation in the space allocated."

Conclusions

The Board considers the modification made to the bifold door assembly to be a change in specification that the County is obligated to pay under the contract. Donald M. Drake bid, supplied and installed a paint booth in accordance with the specifications and plans. The conflict encountered during installation that required a modification to the booth could not have been anticipated by him or his subcontractor at the time they prepared their bid with the exception of the personnel door. Even if they had foreseen the conflict, they would not have been obligated to submit the cost of the modification with their bid. Since such a modification in the paint booth was not specified, the contractor must be provided a clear basis for bidding each element of the project. General clauses similar to the one in this contract that make the cost of all changes made from the bidding basis the contractor's responsibility, place undo risk on the contractor. Such clauses should be discouraged when encountered. In this particular circumstance, the Board feels that the contractor made a good faith effort to provide a facility that was "...suitable for installation in the space allocated...".

Decision

It is the decision of the Board that the claim by D. M. Drake Company be approved in part. The claim in the amount of $4,218.31 for modifying the bifold doors should be paid in full along with any interest due the contractor under the specifications.

The claim in the amount of $165.00 for installation of a personnel access door should be denied for lack of merit since such a door is clearly specified under subsection 11010.0 of the special provisions.

Based on the Board's findings, conclusions and decisions on this claim, I have prepared a reply to Donald M. Drake Company for your consideration.

SHM:lb

Att.

cc J. B. Boyd
R. L. Schroeder
Gary A. Potter
J. L. Sollis
Steve Macnab

DM DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
503 226-3881

June 30, 1983

Ms. Jan Peterson
Oregon State Highway Division
Salem, Oregon 97310

NOTED
R.J. HACEK

RE: Project #9188, Multnomah County Facility

Dear Jan:

Enclosed is a copy of a letter from Johnson Controls, Inc. clearing their claim against our bond with respect to retention due and payable from Temp Control Corporation to Johnson Controls, Inc.

Please take the appropriate steps to clear your records of this claim.

Thank you for your assistance.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President-Finance

NOTED
F.R. GRI

DBK/led
Enclosure

no reply given
as no record
of claim being
filed - Ole Gonnsen

INCORPORATED JANUARY 2 1973

Johnson Controls, Inc.
50 Park Lane
Brisbane[illegible]A 94005
Tel. 415/4[illegible] 5700

JOHNSON
CONTROLS
Systems & Services
Division

Mr. James F. Culbertson
Temp-Control Corporation
P.O. Box 11065
Portland, OR 97211

June 27, 1983

Re: Multnomah County Final Retention

Dear Mr. Culbertson:

On Monday, June 27th, I received your checks totaling $8,393.00 for retention on the Multnomah County job and forwarded them to our bank.

As soon as these checks clear the bank, the contract will be paid in full and there will be no need to sue on the bond.

Thank you for your payment and should you have anymore questions, please call me directly.

Sincerely,
JOHNSON CONTROLS, INC.

James F. Wilkie
dt

James F. Wilkie
Regional Credit Manager
Pacific Coast Region

JFW/dt

cc: John Andrews - Portland
Donald M. Drake Company
1740 N.W. Flanders St.
Portland, OR 97209

Member of:
NATIONAL CONSTRUCTION GROUP
NATIONAL ASSOCIATION OF CREDIT MANAGEMENT

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROBERT S. BANKS, JR.

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
1903-1981

April 7, 1983

Mr. F. Gordon Allen
Attorney at Law
Allen & Yazbeck
735 SW First Avenue
Portland, Oregon 97204

Mr. Donald E. Murray
Attorney at Law
Bullivant, Wright, Leedy,
Johnson, Pendergrass & Hoffman
1000 Willamette Center
Portland, Oregon 97204

John R. Brooke
Attorney at Law
Wood, Tatum, Mosser,
Brooke & Holden
1001 SW Fifth Avenue
Suite 1300
Portland, Oregon 97204

Mr. Timothy Wood
Assistant Attorney General
Department of Justice
100 State Office Building
Salem, Oregon 97310

Re: State of Oregon ex rel v. Donald M. Drake
Company et al - Multnomah County Circuit Court
Case No. A8205-02830

Gentlemen:

At the request of Mr. Tim Wood, Assistant Attorney General, and with my and Mr. Gordon Allen's concurrence, we have been attempting to arrange a meeting to discuss a possible settlement to this case in order to avoid tremendous litigation expenses to all parties concerned, and borrowing that, to lay out a plan for the discovery to be undertaken in this case.

Attempting to arrange a meeting with this many attorneys has become somewhat burdensome because of all of our various commitments and schedules.

Therefore, as opposed to attempting to contact each of you personally, you are hereby advised:

> *"You are cordially invited to attend a pretrial settlement conference to be held in the offices of Kobin & Meyer, P.C., Suite 800, 610 SW Alder Street, Portland, Oregon, on the 20th day of April, 1983, at 1:30 p.m.*
>
> *RSVP - 223-1107 (Refreshments will be provided).*

In all seriousness, I think that it would be in everyone's interest in this case to seriously explore the possibilities of settlement and if that cannot be achieved at the meeting, that we should all be prepared to discuss in detail all of the depositions which will need to be taken and set up some blocks of time to accomplish those depositions within a reasonably short period of time.

If the foregoing date and time is inconvenient, please let me know as soon as possible.

Very truly yours,

KOBIN & MEYER, P.C.

David R. Trachtenberg

DRT/

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(75)312
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00062

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/22/83
8. FEDERAL ROUTE NUMBER Interstate 205
9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Multnomah County Maintenance and Operations Facility (Phase III)

11. GENERAL DESCRIPTION OF WORK
Contractor's claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, this will confirm the date of 2/22/84 as date of Notice of Contractor's claim as requested by Mr. Keasey's letter of 3/3/83. You are authorized to proceed with the necessary work as defined by FHPM 1-4-2.4 at a TEC of $20,000 with Federal participation of $16,200 which is the interim participation of 81%. (SFO #4)

RECEIVED
STATE HWY ENGR
APR 8 '83
REFER TO Potter
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Orig to
4/8

14. DATE 4/1/83
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(75)312
Multnomah Co. Oper & Maint Facility
Contractor's Claim, Contract 9188
Order for Force Work No. 4

Date: March 21, 1983

From: Division Administrator

Reply to Attn of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer

By letter of March 3, Mr. Keasey has requested Federal participation in this work order covering legal fees related to a contractor's claim. The background agreements and pro rata shares on this Functional Replacement project are complex and will require further discussion before a commitment can be made.

This letter will confirm your advice of claim and the eligibility date of February 22, 1983 in the event that Federal participation is approved. We will look forward to discussing the issue with you in more detail.

fr Dale E. Wilken

cc:
OSHD (J B Boyd, R/W)
OSHD (B Jackmond, Const)

RECEIVED
STATE HWY ENGR

MAR 23 '83

orig to
3/23

REFER TO Keasey

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Leo Hampton

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

Case No. A8205-02830

FOR YOUR INFORMATION

STATE OF OREGON, ex rel
MORRISON ELECTRIC COMPANY,
an Oregon corporation,

Plaintiff,

v.

DONALD M. DRAKE COMPANY, an Oregon corporation; PETERSON ASSOCIATED ENGINEERS, INC., an Oregon corporation; ZIMMER GUNSUL FRASCA PARTNERSHIP; and TRAVELERS INDEMNITY COMPANY, a Connecticut corporation,

Defendants,

and

DONALD M. DRAKE COMPANY, an Oregon corporation, and TRAVELERS INDEMNITY COMPANY, a Connecticut corporation,

Third Party Plaintiffs,

v.

STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,

Third Party Defendant.

RULE 21 MOTION

Pursuant to ORCP Rule 21, third party defendant State of Oregon, acting by and through its Transportation Commission, Department of Transportation, Highway Division, respectfully moves the court to enter an order dismissing plaintiffs' third party complaint on the grounds it fails to allege facts sufficient to constitute a claim for relief.

As an alternative to third party defendant's motion to dismiss, third party defendant would respectfully move the court to enter an order requiring the third party plaintiffs to make more definite and certain paragraph XVII which provides:

> "Drake and Travelers have notified the OSHD of the claims of plaintiff and have advised the OSHD that by reason of its acts and omissions and the acts and omissions of its agents, all as more fully set forth in plaintiff's first amended complaint, that the responsibility for all of said damages and claims is that of the OSHD and that in the event a judgment should enter in favor of plaintiff and against Drake and Travelers that Drake and Travelers are entitled to full and complete indemnification from the OSHD and its agents for all of Drake's and Travelers' loss, costs or expense, including the amount of any judgment, interest, attorneys fees, costs of defense and costs and disbursments incurred herein."

POINTS AND AUTHORITIES

On September 25, 1980, Donald M. Drake Company (hereinafter Drake) entered into a contract with the Oregon Department of Transportation for the construction of the Multnomah County Maintenance and Operation Facility. On or about the same date Drake entered into a separate subcontract with Morrison Electric Company (hereinafter Morrison) to do the electrical work on the project. (Para XII, Th Pty Comp) During the course of the project problems arose between Drake and Morrison. Morrison maintains that Drake had breached its contract with Morrison (not the state) in that:

(1) Drake failed to complete the work which immediately preceded Morrison's work, thus delaying Morrison the time needed to complete its work;

(2) Drake failed to coordinate and sequence the work of the various contractors;

(3) Drake failed to provide Morrison with reasonably unobstructed access to the work area;

(4) Drake failed to provide plaintiff with reasonably accurate and detailed drawing plans and specifications;

(5) Excessive changes and corrections were made to plan drawings specifications and equipment to be installed;

(6) Drake failed to respond within a reasonable time to responses for request for information and clarification regarding plans, etc.;

(7) Drake failed to process Morrison's change order request within a reasonable time so that the work could be performed in sequence.

As a result Morrison maintains it has been damaged in the amount of $238,727.34.

Morrison has filed a complaint against Drake alleging breach of contract and seeking recovery based upon a theory of breach of contract ($238,727.34) and quantum meruit ($335,558.15).

Drake has also joined in its complaint Travelers Indemnity Company, the surety for Drake, and Peterson Associated Engineers, Inc., and Zimmer Gunsul Frasca Partnership, the architect and engineer for the project.

Drake has filed an answer to Morrison's complaint setting forth several affirmative defenses. In addition Drake's answer seeks to join the Oregon Department of Transportation as a third party defendant.

This motion is filed against Drake's third party complaint.

SUMMARY OF ARGUMENT

Drake's third party complaint fails to allege facts sufficient to constitute a claim for relief against the Oregon Department of Transportation. There are not facts alleged in third party complaint which would make the state liable to Drake for Drake's breach of its contract with Morrison.

ARGUMENT

It is clear from the pleadings there are two separate contracts: a contract between Morrison and Drake and a contract between Drake and the Oregon Department of Transportation. Under Oregon Pleading and Practice a party may file a third party complaint only if the party served is or may be liable to the third party plaintiff for all or part of the plaintiff's claim against the third party plaintiff. ORCP 22(C). Thus, in the present case, third party plaintiff Drake must allege facts which would show that the Oregon Department of Transportation is responsible to Drake for all or part of Morrison's claim against Drake. In the present case, Drake's third party complaint fails to allege any facts to show why the Oregon Department of Transportation is responsible to Drake for the claims that Morrison has against Drake on a separate and independent subcontract.

The only allegations found in the third party complaint are broad conclusory allegations. Plaintiff simply maintains that:

> " . . . the responsibility for all of said damages (alleged in the underlying complaint) and claims is that of the OSHD . . . " (Th P Comp ¶ XVII)

Third party plaintiff Drake fails to allege any facts that show why the Oregon Department of Transportation is responsible to Drake for Drake's alleged breaches of its contract with Morrison. In fact, it appears from the complaint that the state has no obligation to Morrison. There are two separate contracts. There are separate obligations under each contract. The fact that Drake may have breached its contract with Morrison does not mean that the Oregon Department of Transportation breached its contract with Drake. For example, Morrison maintains that Drake breached its contract in that it failed to provide access to the site. If in fact Drake failed to provide access to the site, it would not mean that the state would be responsible to Drake for Drake's failure to provide access to the project. Similarly the fact that Drake failed to coordinate and sequence the work of the various subcontractors would have nothing to do with the State's responsibility to Drake.

Since Drake fails to allege ultimate facts which show that the state would be responsible to it in the event that Drake breached a separate and independent subcontract with Morrison, Drake's third party complaint should be dismissed.

///

///

MOTION TO MAKE MORE DEFINITE AND CERTAIN

As an alternative to the Oregon Department of Transportation's motion to dismiss, it would ask that the court require Drake to make more definite and certain paragraph XVII in that Drake fails to allege any facts which would show why the Oregon Department of Transportation is responsible to it for Drake's breaching its subcontract with Morrison.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ TIMOTHY WOOD

TIMOTHY WOOD OSB# 73331
Assistant Attorney General
LESLIE B. HAMPTON OSB# 53037
Assistant Chief Trial Counsel
Of Attorneys for Third Party Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 17th day of March, 1983, I served a true copy of the within Rule 21 Motion which is well founded in law upon the following attorneys, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

David R. Trachtenberg
KOBIN & MEYER
Attorneys at Law
Suite 800
610 S. W. Alder Street
Portland, Oregon 97205

F. Gordon Allen
Attorney at Law
Third Floor
735 S. W. First Avenue
Portland, Oregon 97204

John R. Brooke
Attorney at Law
Suite 1300
1001 S. W. Fifth
Portland, Oregon 97204

Donald Murray
Attorney at Law
1000 Willamette Center
Portland, Oregon 97204

/s/ TIMOTHY WOOD

Timothy Wood
Assistant Attorney General
Of Attorneys for Third Party Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313
O.S.B. No. 73331

mj

MULTNOMAH COUNTY OREGON

OFFICE OF COUNTY MANAGEMENT
COUNTY COUNSEL SECTION
SUITE 1400
1120 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
(503) 248-3138

DENNIS BUCHANAN
COUNTY EXECUTIVE

COUNTY COUNSEL
JOHN B LEAHY
CHIEF ASSISTANT
LAURENCE KRESSEL
ASSISTANTS
PAUL G MACKEY
DENISE FRANCIS
JANET NOELLE MAIR
RUDOLPH S WESTERBAND
RHEA W KESSLER

March 14, 1983

RECEIVED
MAR 15 1983
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

Leslie B. Hampton
Assistant Chief Counsel
Trial Division
Department of Justice
100 State Office Building
Salem, Orego 97310

Re: State ex rel Morrison v. Donald M. Drake, et al., v. State of Oregon

Dear Mr. Hampton:

Multnomah County declines to accept your tender of the defense of the State of Oregon.

Very truly yours,

John B Leahy

JOHN B. LEAHY, COUNTY COUNSEL
FOR MULTNOMAH COUNTY, OREGON

JBL:jdm

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. T. Keasey,
Construction
ATTENTION: O. B. Jackmond

DATE: February 23, 1983

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Contractor Claim and Law Suit
Electrical Sub-contractor
Morrison Electric
Multnomah County Operations
and Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311
(SHOPS)

After reading the law suit and Third Party Summons which you transmitted to me, it would appear that the first step the State of Oregon, Department of Transportation should take would be to immediately bring a similar suit against Multnomah County. Most of the allegations regard design and the facility was designed by Zimmer, Gunsul and Frasca acting as Multnomah County's agent. You will note this by the Agreements between the Architect and Multnomah County. It appears that this Third Party Summons is Drake denying all the allegations in Morrison's Complaint, but saying, if they are true the costs should be born by the State of Oregon. Following that line of reasoning, we should pass that problem right back to Multnomah County as the one who controlled the design and produced the plan.

JBB:ac

cc: Les Hampton
E. S. Hunter

RECEIVED
TECHNICAL SERVICES

FEB 24 '83

REFER TO

FOR

Info	Inves	R/D	[illegible]	[illegible]	[illegible]	File

81-123-1387

STATE OF OREGON

INTEROFFICE MEMO

LEG

TO: H. S. Coulter
State Highway Engineer

DATE: Feb. 22, 1983

NOTED
H. S. COULTER

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: Third Party Summons
Multnomah County Circuit Court

This lawsuit relates to work performed on the Multnomah County Maintenance and Operations facility.

In the amended complaint (attached) Morrison Electric is suing Donald Drake, Multnomah County's architect, their consultant electrical engineer, and Drake's bonding company for damages contained in four separate claims totaling $727,000. They contend their right to sue is derived from their subcontractural relationship with the State of Oregon.

The damages claimed relate to lack of time to do work; work not coordinated and sequenced; obstructed work area; poor drawings, plans and specifications; excessive changes in work; lack of timely response to information requests; change orders not processed in timely manner; preceding work not done in timely manner; owner occupied space before plaintiff completed his work; overhead cost increase; work required beyond scope of contract; all work not paid for.

Defendants Drake & Travelers Insurance answered this suit (attached) by denying certain allegations of the suit, admitting some and alleging that the State is responsible for any judgment, cost or expense which may be granted by the court.

The summons (attached) advises us that we are named as a third party defendant in the suit and requires us to appear and defend ourselves.

I understand that our attorneys are going to tender the defense of this case to Multnomah County.

WES:ia

cc Fred D. Miller
J. L. Sollis

Contains Recycled Materials

Wood/Hampton

Served 2/11/83 Hampton
8:25
Bennie Hathaway

In the CIRCUIT Court of the State of Oregon

For the County of Multnomah

STATE OF OREGON, ex rel MORRISON ELECTRIC COMPANY, an Oregon corporation *Plaintiff*

vs.

DONALD M. DRAKE COMPANY, an Oregon corporation; PETERSON ASSOCIATED ENGINEERS, INC., an Oregon corporation; ZIMMER GUNSUL FRASCA PARTNERSHIP; and TRAVELERS INDEMNITY COMPANY, a Connecticut corporation *Defendant*s

AND

DONALD M. DRAKE COMPANY, an Oregon corporation, and TRAVELERS INDEMNITY COMPANY, a Connecticut corporation *Third Party Plaintiff*s

vs.

STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION *Third Party Defendant*s

No. A8205-02830

THIRD PARTY SUMMONS

NOTED
H. S. COULTER

To State of Oregon, Acting By and Through its Transportation Commission, Department of Transportation, Highway Division through David Frohnmayer, Attorney General, State Office Building, Salem, Oregon *Third Party Defendant*

You are hereby required to appear and defend the third party complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, third party plaintiff(s) will apply to the court for the relief demanded in the third party complaint.

NOTICE TO THE THIRD PARTY DEFENDANT: READ THESE PAPERS CAREFULLY

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the third party plaintiff's attorney or, if the third party plaintiff does not have an attorney, proof of service upon the third party plaintiff.

If you have any questions, you should see an attorney immediately.

DAVID R. TRACHTENBERG
SIGNATURE OF OREGON RESIDENT ATTORNEY

David R. Trachtenberg 76360
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the third party plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR THIRD PARTY PLAINTIFF(S)
David R. Trachtenberg

Pat. —
What does [illegible]

'HER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true nmons, together with a true copy of the third party complaint mentioned therein, upon gal entity(ies) to whom or which this third party summons is directed, and to make your se hereof or upon a separate similar document which you shall attach hereto.

DAVID R. TRACHTENBERG
ATTORNEY(S) FOR THIRD PARTY PLAINTIFF(S)
David R. Trachtenberg 76360

ıpers in the above entitled cause may be served by mail.

FORM No. 992—THIRD PARTY SUMMONS. 1/1/80
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE. 97204

Wood/Hampton

Served 2/11/83 Hampton
8:25
Bennie Hathaway

In the CIRCUIT Court of the State of Oregon

For the County of Multnomah

STATE OF OREGON, ex rel MORRISON
ELECTRIC COMPANY, an Oregon corporation, *Plaintiff*

vs.

DONALD M. DRAKE COMPANY, an Oregon corporation;
PETERSON ASSOCIATED ENGINEERS, INC., an Oregon
corporation; ZIMMER GUNSUL FRASCA PARTNERSHIP; and
TRAVELERS INDEMNITY COMPANY, a Connecticut
corporation *Defendants*

AND

DONALD M. DRAKE COMPANY, an Oregon corporation,
and TRAVELERS INDEMNITY COMPANY, a Connecticut
corporation *Third Party Plaintiffs*

vs.

STATE OF OREGON, ACTING BY AND THROUGH ITS
TRANSPORTATION COMMISSION, DEPARTMENT OF
TRANSPORTATION, HIGHWAY DIVISION *Third Party Defendants*

No. A8205-02830

THIRD PARTY SUMMONS

NOTED
H. S. COULTER

To State of Oregon, Acting By and Through its Transportation Commission, Department of Transportation, Highway Division through David Frohnmayer, Attorney General, State Office Building, Salem, Oregon *Third Party Defendant*

You are hereby required to appear and defend the third party complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, third party plaintiff(s) will apply to the court for the relief demanded in the third party complaint.

NOTICE TO THE THIRD PARTY DEFENDANT: READ THESE PAPERS CAREFULLY

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the third party plaintiff's attorney or, if the third party plaintiff does not have an attorney, proof of service upon the third party plaintiff.

If you have any questions, you should see an attorney immediately.

DAVID R. TRACHTENBERG
SIGNATURE OF OREGON RESIDENT ATTORNEY

David R. Trachtenberg 76360
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the third party plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR THIRD PARTY PLAINTIFF(S)
David R. Trachtenberg

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: *You are hereby directed to serve a true copy of this third party summons, together with a true copy of the third party complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this third party summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.*

Post office address at which papers in the above entitled cause may be served by mail.

DAVID R. TRACHTENBERG
ATTORNEY(S) FOR THIRD PARTY PLAINTIFF(S)

David R. Trachtenberg 76360

FORM No. 992—THIRD PARTY SUMMONS. 1/1/80
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE. 97204

Certified true and correct
copy of the original.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

STATE OF OREGON ex rel
MORRISON ELECTRIC COMPANY,
an Oregon corporation,

Plaintiff,

v.

DONALD M. DRAKE COMPANY,
an Oregon corporation;
PETERSON ASSOCIATED
ENGINEERS, INC., an Oregon
corporation; ZIMMER GUNSUL
FRASCA PARTNERSHIP; and
TRAVELERS INDEMNITY COMPANY,
a Connecticut corporation,

Defendants.

DONALD M. DRAKE COMPANY, an
Oregon corporation, and
TRAVELERS INDEMNITY COMPANY,
a Connecticut corporation,

Third Party Plaintiffs,

v.

STATE OF OREGON, ACTING BY AND
THROUGH ITS TRANSPORTATION
COMMISSION, DEPARTMENT OF
TRANSPORTATION, HIGHWAY
DIVISION,

Third Party Defendant.

No. A8205-02830

ANSWER, AFFIRMATIVE DEFENSES,
COUNTERCLAIM AND THIRD PARTY
COMPLAINT

For answer to plaintiff's first amended complaint, defendants Donald M. Drake Company (hereafter "Drake") and Travelers Indmenity Company (hereafter "Travelers") admit, deny and allege:

I.

Admit the allegations of paragraphs I and II.

II.

Deny the allegations of paragraphs III, IV and V.

III.

Admit so much of paragraph VI as alleges the delivery of a notice of claim pursuant to ORS 279.528, and except as so admitted, deny the allegations of paragraph VI.

IV.

Deny the allegations of paragraphs VII, VIII (except as admitted above), IX, X and XI.

V.

These answering defendants make no answer as to plaintiff's third and fourth claims for relief (paragraphs XII through XXIII) as those allegations are not directed to these answering defendants. In the event the court deems any of said allegations to apply to these answering defendants, these answering defendants deny all of said allegations, paragraphs XII through XXIII.

FOR FURTHER SEPARATE ANSWER AND FIRST AFFIRMATIVE DEFENSE, defendants Drake and Travelers allege:

VI.

Plaintiff's first claim for relief fails to state a claim upon which relief can be granted.

FOR FURTHER SEPARATE ANSWER AND SECOND AFFIRMATIVE DEFENSE, defendants Drake and Travelers allege:

VII.

Plaintiff's second claim for relief fails to state a claim upon which relief can be granted.

FOR FURTHER SEPARATE ANSWER AND THIRD AFFIRMATIVE DEFENSE AS TO BOTH THE FIRST AND SECOND CLAIMS FOR RELIEF, defendants Drake and Travelers allege:

VIII.

Plaintiff failed to give proper notice as to these claims and the amount thereof and therefore, plaintiff has waived and is estopped to contend for recovery of any amounts on these claims in excess of those alleged in its notice of claim, the entitlement to which amount is denied above.

FOR FURTHER SEPARATE ANSWER AND COUNTERCLAIM defendants Drake and Travelers allege:

IX.

Incorporate the allegations of paragraph I of its answer.

X.

The subcontract between Drake and plaintiff provides for the recovery of attorneys fees and defendants are entitled to recover their reasonable attorneys fees incurred herein from plaintiff.

FOR THIRD PARTY COMPLAINT AGAINST THIRD PARTY DEFENDANT, STATE OF OREGON, defendants-third party plaintiffs, Donald M. Drake Company and Travelers Indemnity Company, admit, deny and allege:

XI.

Donald M. Drake Company (hereafter "Drake") is a corporation duly organized and existing under the laws of the State of Oregon; Travelers Indemnity Company (hereafter "Travelers") is a Connecticut corporation, duly licensed and authorized to transact business within the State of Oregon. Third-party defendant, State of Oregon, is a municipal corporation, acting by and through its Oregon Transportation Commission, Highway Division, (hereafter "OSHD").

XII.

On or about September 25, 1980, Drake entered into a contract with the OSHD for the general construction of the Multnomah County Maintenance and Operations Facility, Phase III, Multnomah County, Oregon, being OSHD contract number 9188 (hereafter "The Contract").

XIII.

On or about September 25, 1980, Drake and plaintiff entered into a subcontract whereby plaintiff agreed to perform all electrical work on the contract, as more fully set forth in plaintiff's complaint and Exhibit A thereto.

XIV.

Thereafter, and pursuant to the contract, Drake, as principal, and Travelers, as surety, posted this bond pursuant to the provisions of ORS Chapter 279 unto the OSHD as obligee.

XV.

Drake and Travelers have been sued by plaintiff for alleged breaches of contract and other damages, all as more fully alleged in plaintiff's First Amended Complaint which is attached hereto and incorporated herein by reference as Exhibit "A".

XVI.

Drake and Travelers deny the allegations of plaintiff's complaint as alleged in their answer above.

XVII.

Drake and Travelers have notified the OSHD of the claims of plaintiff and have advised the OSHD that by reason of its acts and omissions and the acts and omissions of its agents, all as more fully set forth in plaintiff's first amended complaint, that the responsibility for all of said damages and claims is that of the OSHD and that in the event a judgment should enter in favor of plaintiff and against Drake and Travelers that Drake and Travelers are entitled to full and complete indemnification from the OSHD and its agents for all of Drake's and Travelers' loss, cost or expense, including the amount of any judgment, interest, attorneys fees, costs of defense and costs and disbursements incurred herein.

XVIII

Drake and Travelers have performed all obligations, conditions and conditions precedent on their part to be performed under the contract.

WHEREFORE, Drake and Travelers pray that plaintiff's First Amended Complaint and causes of action be dismissed and that plaintiff take nothing thereby; that said defendants have and recover their attorneys fees and costs and disbursements incurred herein.

On their third party complaint, Drake and Travelers pray for indemnification and judgment over against the State of Oregon for all loss, cost or expense incurred, including interest, attorneys fees and for their costs and disbursements incurred herein.

KOBIN & MEYER, P.C.

By DAVID R. TRACHTENBERG
David R. Trachtenberg - 76360

Attorney for Defendants-Third Party Plaintiffs Donald M. Drake Company and Travelers Indemnity Company

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

STATE OF OREGON ex rel
MORRISON ELECTRIC COMPANY,
an Oregon corporation,

Plaintiff,

v.

DONALD M. DRAKE COMPANY,
an Oregon corporation;
PETERSON ASSOCIATED
ENGINEERS, INC., an Oregon
corporation; ZIMMER GUNSUL
FRASCA PARTNERSHIP; and
TRAVELERS INDEMNITY COMPANY,
a Connecticut corporation,

Defendants.

NO. A8205-02830

FIRST AMENDED
COMPLAINT FOR BREACH
OF CONTRACT, NEGLIGENCE,
ACTION ON CONTRACTOR'S
BOND, AND TORTIOUS
INTERFERENCE WITH CONTRACT

JAN 3 1983

For its FIRST CLAIM FOR RELIEF against defendant Donald M. Drake Company (hereinafter "Drake") for breach of contract and against defendant Travelers Indemnity Company (hereinafter "Travelers") on its payment and performance bond, plaintiff alleges:

COUNT ONE

I. DMD-ad

On or about September 25, 1980, plaintiff and Drake entered into a subcontract agreement for electrical work on the Multnomah County Maintenance and Operations Facility (Phase 3). A copy of the subcontract is attached hereto as Exhibit A, pages 1-7.

II. DMD-ad

Defendant Drake is the principal and defendant

EXHIBIT "A-1"

Travelers is the surety on a payment and performance bond posted pursuant to ORS Chapter 279.

III. DMD - deny

Plaintiff has performed its obligations under the subcontract (Exhibit A).

IV. DMD - deny

Plaintiff's subcontract was breached in the following particulars:

1. The time provided to plaintiff in the subcontract to perform its work was abbreviated. Under the specifications, plaintiff was to have access to work areas commencing October 31, 1980. Because of late completion of preceeding work, plantiff's first access was in mid January, 1981. No time extention was granted until close to the original completion date, and the time extensions which were granted were inadequate. As a result, plaintiff's work was increased in cost by $106,251.00. Those costs resulted from the need to install conduit and equipment on a "piece meal" basis at the beginning of the job, from having to work in congested areas later in the job, and from having to work in an inefficient sequence throughout the job.

2. Plaintiff's work was not coordinated and sequenced with the work of other subcontractors.

3. Plaintiff was not provided with reasonably unobstructed access to work areas.

4. Plaintiff was not provided with reasonably accurate and detailed drawings, plans and specifications.

EXHIBIT "A-2"

5. During the course of plaintiff's work, excessive changes and corrections were made to plans, drawings, specifications and equipment to be installed thereby disrupting the sequence, timing, and efficiency of plaintiff's work and increasing plaintiff's costs.

6. Plaintiff was unable to obtain within a reasonable time responses to requests for information and clarification regarding plans, drawings, specifications, and regarding the sequence, timing and coordination of work.

7. Plaintiff's change order requests were not processed within a reasonable time so that work could be performed in the sequence and for the price contemplated when the change order request was submitted.

8. Work preceding plaintiff's work and equipment necessary to plaintiff's work was not accomplished or furnished in a timely manner to enable plaintiff to perform its work.

9. The owner occupied space before plaintiff had completed its work and before plaintiff had been given the time to which it was entitled under its subcontract to perform its work thereby increasing the cost of plaintiff's work.

10. Plaintiff's lack of access together with the difficulties encountered by plaintiff because of defective drawings, improperly sequenced work, and the necessity of working in congested areas, extended plaintiff's work beyond the original contract date for substantial completion of October 30, 1981, to January 4, 1982. Plaintiff incurred overhead costs during this

EXHIBIT "A-3"

period attributable to this job in the amount of $465.52 per day for a total loss of $31,189.84.

11. The punch list at the conclusion of the job required plaintiff to provide additional hand off auto switches and separate ground conductors beyond the scope of plaintiff's subcontract.

12. Despite the fact that plaintiff completed its work approximately a year ago, there are still outstanding change orders, extra work orders and change requests which have not been paid.

V. DMD-Deny

Plaintiff has been damaged in the following amounts:

1. Additional labor expense resulting from problems with drawings, coordination and sequence of work, lack of unobstructed access, lack of information, excessive time in processing change requests, and late completion of preceeding work - $158,959.55.

2. Separate ground conductors - $14,683.23.

3. Additional hand-off auto switches - $10,657.81.

4. Unpaid change orders, extra work orders and change requests - $23,237.11.

5. Extended overhead - $31,189.84.

VI. DMD-admit notice - deny balance

On or about January 21, 1982, plaintiff delivered a notice of claim in the form required by ORS 279.528 to the Oregon State Department of Transportation.

EXHIBIT "A-4"

VII. DMD Deny

Pursuant to ORS 743.114 plaintiff is entitled to its reasonable attorney fees from Travelers.

For its SECOND CLAIM FOR RELIEF against defendant Drake in quantum meruit and against Travelers on its payment and performance bond, plaintiff alleges:

VIII. DMD deny - except as admitted above

Plaintiff realleges paragraphs I - VII of Count One.

IX. DMD deny

The foregoing breaches of contract greatly increased the cost of the work to plaintiff and substantially changed plaintiff's performance of its subcontract making performance more onerous.

X. DMD - deny

The additional costs resulting from the above breaches cannot be reasonably apportioned to particular details, aspects, or parts of plaintiff's performance because the cumulative effect of the breaches was to substantially change plaintiff's work.

XI. DMD - deny

The reasonable value of plaintiff's work is $1,155,091.45 of which plaintiff has been paid $719,533.28 leaving a balance due and owing of $335,558.17.

For its THIRD CLAIM FOR RELIEF against defendants Peterson Associated Engineers, Inc., (hereinafter "Peterson") and Zimmer Gunsul Frasca Partnership (hereinafter "Zimmer"),

EXHIBIT "A-5"

plaintiff alleges:

XII.

Zimmer and Peterson were respectively architect and engineer for the Multnomah County Maintenance Facility (Phase 3).

XIII.

Zimmer and Peterson were responsible for preparing the plans, drawings, and specifications from which plaintiff worked, for processing plaintiff's change orders and requests for information, and for inspecting and approving plaintiff's work. Zimmer and Peterson were at all times aware that their performance of these responsibilities had a direct impact on plaintiff's work and that plaintiff had bid and offered to perform the work in reliance on Zimmer's and Peterson's diligence and competence in performing these responsibilites.

XIV.

Zimmer and Peterson owed to plaintiff a duty of due care.

XV.

Zimmer and Peterson breached their duties of care by:

1. Negligently preparing plans, drawings, and specifications so that they were grossly inaccurate and defective.

2. Negligently failing to process plaintiff's change orders and requests for information in a timely manner.

///

///

Exhibit "A-6"

XVI.

Plaintiff was damaged as follows:

1. The inaccurate plans greatly increased plaintiff's costs to perform the work.

2. The failure to process change orders and information requests in a timely manner prevented plaintiff from performing that work in the sequence and for the costs contemplated at the time the change order was submitted.

XVII.

As a result of the above negligence, plaintiff has damages in the amount of $52,700, additional costs to perform the work.

For its FOURTH CLAIM FOR RELIEF against defendant Peterson only, plaintiff alleges:

XIII.

Peterson was the engineer for the Multnomah County Maintenance Facility (Phase 3). As such it had responsibility for inspecting and approving plaintiff's electrical work.

XIX.

Up until the end of the job, Peterson exercised that responsibility in the manner customary in the industry by approving and accepting work which complied with the specifications or which deviated from the specifications only in minor and insubstantial ways not affecting the safety, value, durability, performance, or appearance of the work.

///

EXHIBIT "A-7"

XX.

Because of disputes between plaintiff and Peterson on unrelated matters, at the conclusion of the job, Peterson intentionally, maliciously, and capriciously went back through all the work previously approved and recommended to the owner and to Drake that Morrison be required to make corrections at great additional cost to- the above-described work with minor and insubstantial variations from specifications.

XXI.

As a foreseeable and intended result of this action, a lengthy dispute developed between plaintiff, Drake, and the owner over the compliance of plaintiff's work with specifications. As a further intended and foreseeable result of their actions, all of the payments due to plaintiff were withheld pending resolution of the dispute, and plaintiff was required to redo work at substantial additional cost.

XXII.

Plaintiff has been damaged in the amount of $50,000.

XXIII.

Plaintiff requests $50,000 in exemplary damages.

WHEREFORE, plaintiff prays for judgment as follows:

1. On its FIRST CLAIM FOR RELIEF against defendants Drake and Travelers for damages in the amount of $238,727.54 together with interest, costs, and reasonable attorneys fees;

2. On its SECOND CLAIM FOR RELIEF against defendant

EXHIBIT "A-8"

Drake for damages in the amount of $335,558.17 together with interest, costs, and reasonable attorneys fees;

3. On its THIRD CLAIM FOR RELIEF against defendants Zimmer and Peterson, for damages in the amount of $52,700.00 together with interest, and costs, and

4. On its FOURTH CLAIM FOR RELIEF against defendant Peterson for damages in the amount of $50,000 in general damages and $50,000 in punitive damages.

ALLEN & YAZBECK

F. GORDON ALLEN

F. GORDON ALLEN, OSB# 77010
Of Attorneys for Plaintiff

EXHIBIT "A-9"

SUBCONTRACT

S IS A CONTRACT between DONALD M. DRAKE COMPANY, an Oregon Corporation, hereinafter called th

tractor, and MORRISON ELECTRIC COMPANY

individual, a corporation, a partnership or joint venture) hereinafter called the Subcontractor, made th

25th day of September, 1980

1. Definitions and References:

Architect or Engineer: Oregon State Highway Division

Contract between Owner and Contractor No. 9188 - General Construction - Multnomah

xxxxx County Maintenance & Operations Facility (Phase 3), Multnomah County,

Oregon.

(hereinafter called "Owner"), Dated September 25, 1980, for constructi

of Multnomah County Maintenance & Operations Facility (Phase 3).

Project Location Multnomah County, Oregon

Contract Amount See "Scope of Work" Dolla

($) subject to changes as set forth in Paragraph 4.

2. The work to be done and the materials to be furnished by Subcontractor under this Contract consist of fu hing all labor, material, appliances, equipment, plant, insurance, taxes and/or services of every kind and natu the complete performance of the following sections of the General Contract as set forth on the following page(s der "Scope of Work," to the satisfaction of Contractor and the Owner, all in accordance with the Contract Doc nts listed on the attached sheets, or in the Contract between Owner and Contractor, which are by this referen rporated herein and made a part hereof:

Exhibit A, Page 1 of 7
Page 10 - Complaint - FIRST AMENDED
EXHIBIT "A-10"

Subcontract No. 140 - 472

Notwithstanding any provisions to the contrary, it is mutually agreed that the quantity of work may be adjusted upward or downward without change in unit price, and payment quantity shall be the same as that measured by the Owner's engineer for the payment of the contract.

With reference to paragraph 5K, outline of minimum insurance requirement is listed on the insert page.

With reference to paragraph 7(c), the words "AGC" and "Associated General Contractors of America" are deleted and the word "Contractor" is substituted.

It is mutually agreed that all statutes, reservations, regulations an requirements in connection with Federal Aid participation are made a part of this subcontract, along with the Portland Area Affirmative Action Plan.

Each Subcontractor shall atempt to make contact with potential minority business enterprise Subcontractors to affirmatively solicit their interest, capability, and prices for performing part of the work and shall document the results of such contacts.

Subcontractor agrees to be bound by and comply with the provisions contained in Federal Aid Requirement Contract Provisions Form PR-1273 revised September, 1975, of which a copy is enclosed, and is part of this agreement by reference. As to each of the provisions, shall include and apply to Subcontractors and Suppliers.

Both trades to this agreement recognize that coordination of the work for the convenience of all trades is a prime consideration; therefore, this Subcontractor shall determine suitable unloading and storage areas by agreement with the Contractor's superintendent and shall supervise, direct and perform the unloading and installation of all its materials to least inconvenience all trades and not impede the orderly progress of the work.

Space is limited and employee parking shall be mutually arranged with the Project Superintendent.

Subcontractor is responsible for clean-up and removal of all its rubbish and debris caused by subcontractors operations and employees; and, if subcontractor fails in this after due notice, the Contractor will proceed with this work and charge the cost to Subcontractors account. Supplement "A", attached, is made a part of this Agreement.

Because of the critical time period allowed for this project the Subcontractor's attention is directed to paragraph 5B, Work Completion and Cooperation, wherein the subcontractor will be responsible for the performance of his work within the Construction Schedule.

It is the Subcontractor's responsibilty to make timely notification to the Contractor of all details relative to its work which affect other subcontractors' work and to request from and/or submit these details to the Contractor within sufficient time to allow the other suppliers or subcontractors to perform their work within the Construction Schedule, and so not to impede the orderly progress of this Subcontractor's work.

Notwithstanding any provisions to the contrary, it is mutually agreed that the quantity of work may be adjusted upward or downward without change in unit price, and payment quantity shall be the same as that measured by the Owner's engineer for the payment of the contract.

With reference to paragraph 5K, outline of minimum insurance requirement is listed on the insert page.

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Space is limited and employee parking shall be mutually arranged with the Project Superintendent.

Subcontractor is responsible for clean-up and removal of all its rubbish and debris caused by subcontractors operations and employees; and, if subcontractor fails in this after due notice, the Contractor will proceed with this work and charge the cost to Subcontractors account. Supplement "A", attached, is made a part of this Agreement.

Because of the critical time period allowed for this project the Subcontractor's attention is directed to paragraph 5B, Work Completion and Cooperation, wherein the subcontractor will be responsible for the performance of his work within the Construction Schedule.

It is the Subcontractor's responsibilty to make timely notification to the Contractor of all details relative to its work which affect other subcontractors' work and to request from and/or submit these details to the Contractor within sufficient time to allow the other suppliers or subcontractors to perform their work within the Construction Schedule, and so not to impede the orderly progress of this Subcontractor's work.

[illegible] and assumes to Contractor the obligations [illegible] which Contractor has toward Owner, and Contractor has against -actor all rights therein, express and implied, which Owner has Contractor, provided, however, that if any li [illegible] f material, labor -s are set out in Paragraph 2 hereof and are [illegible] entioned in the Documents, or if any work similar to that [illegible] ed by this Con- set forth in the Contract Documents and is not mentioned in Para- hereof, Subcontractor shall nevertheless be bound to furnish such and perform such labor or services. In all other respects, if any n of this Contract conflicts with the plans and specifications or any -ovision of the Contract Documents, this Contract shall govern. If of the work provided for in this Contract, or if any work similar covered by this Contract, is indicated in the drawings but not called the specifications, or vice versa, it shall be deemed a part of this as if both indicated on the drawings and specified.

Contractor agrees to pay Subcontractor for the performance of his -nts herein the sum stated on page one, subject to deductions and s for changes agreed upon, and to make payments on account in accordance with Paragraph 6 hereof. All taxes (including, but -ted to, occupational, privilege, license, excise, gross income, gross payroll, documentary, sales or use taxes, or other taxes, licenses, and any and all sums required to be paid by Subcontractor by law, -ent or otherwise, that may be effective or applicable to this Sub- t, or any portion thereof, shall be paid by Subcontractor (who to indemnify and hold harmless Contractor from the same) and charged against Contractor. All such taxes and other sums shall be s to be included in the sum payable by Contractor to Subcontractor -ified herein, and any such taxes and other sums that are collectible -able by Subcontractor based upon work performed hereunder shall -ed separately in Subcontractor's progress billings under Paragraph hereof.

Subcontractor shall:

(a) PERMITS AND REGULATIONS. Apply for and obtain, at his -st and expense, all licenses and permits required for the work cov- this Subcontract and comply in every respect with all federal and -aws and municipal codes, ordinances, and regulations relating to -ork.

(b) WORK COMPLETION AND COOPERATION: Proceed with his or portions of the work in such order as Contractor may direct. -all cooperate with Contractor and all other Subcontractors in order -id any conflict and insure first class workmanship on the whole -tractor's work. Subcontractor shall perform his work so that Con- r shall not be delayed in the completion of the entire project as re- by the Contract with Owner.

Subcontractor shall start and complete work under this Subcontract -cordance with Progress Schedule prepared by Contractor. Should -ntractor, for any reason, during the course of the job not be able to the schedules set out by Contractor, written notice and reason for -ompliance must be given immediately to Contractor.

Subcontractor delays in performance of his work to the extent that -ctor suffers liquidated or actual damages, Subcontractor shall be -d his proportionate share of such damages, even though notice of -elay may have been given as stated above.

It is understood that Contractor does not assure Subcontractor either Subcontractor shall be able to commence, prosecute or complete the at the time stated, or that the work of the entire project shall be -leted at the date stated in the Contract.

(c) DELAYS AND EXTENSIONS OF TIME; EXTRA COSTS: Should -ntractor be obstructed or delayed in the prosecution or completion work by the act, neglect, delay or default of Contractor, the Archi- r Engineer or Owner, or by any damage which may happen by fire, -ng, earthquake or cyclone, or strikes or lockouts in the trade beyond -ntrol of Subcontractor, then the time herein fixed for the completion e work shall be extended for a period equivalent to the time lost by n of any or all of the causes aforesaid; but no such extension shall -lowed unless a claim therefor is presented in writing to Contractor n forty-eight (48) hours of the occurrence of each such delay. No -e shall be made by Subcontractor for storage of materials, tools and -ment on the work, and no payment or compensation of any kind shall -ade to Subcontractor for damages sustained by him because of hin- -s or delays occurring prior to or at any time during the progress e work from any cause whatever, unless the cause is due to changes -e owner and/or architect and the general contract provides for a adjustment, in which event Subcontractor shall participate to the -t of Subcontractor's interest therein, if any, and to that extent only. All requests for extensions of time (other than extensions under the -ding paragraphs) and extras (other than additional work under Para- -h [illegible] below), shall be submitted to Contractor at times and in the -er provided in the Contract Documents, for similar requests by Con- -r upon Owner, but notice of claims for such extra costs shall be sub- -d in writing prior to the commencement of any work in which such cost is incurred.

(d) GUARANTEES: Use only materials, labor and workmanship which -f good quality, satisfactory to Contractor and conform to the require- -s of the drawings and specifications, and be responsible for all war- -s and guarantees implied from or expressed in the Contract Docu- -s so far as they pertain to Subcontractor's work.

Subcontractor shall repair and make good without cost to and at the -enience of Owner and Contractor any damage to or fault or failure of -construction or the work herein contracted to be performed or defec- materials, plant or equipment furnished by Subcontractor hereunder -h may occur or be discovered within one year (or such other period -ay be required by the Contract Documents or stipulated therein) after payment of the completed work as provided herein which results from -oper or defective construction or work done or materials, plant or -pment furnished by Subcontractor, the same to be certified by the -itect or Engineer to be the result of one or more of these causes.

(e) SAMPLES AND SHOP DRAWINGS: Furnish for the approval of Architect or Engineer and/or Owner all such detailed drawings and/or -s as may be required by Contractor and furnish all workmanship materials in strict accordance with said approved samples.

(f) PROGRESS BILLINGS: Advise Contractor of the nature and of Subcontractor's work completed during any month by the 25th of that month and shall include therein all work done or to be done -he last day of the month.

(g) PAYMENT FOR LABOR AND SUPPLIES: Promptly make pay- to all persons supplying Subcontractor with labor, materials and sup- for the prosecution of the work or in connection therewith. Any such [illegible] retain out of any money [illegible] due or [illegible] contractor under this Contract an amount sufficient completely to indem- nify it against any such [illegible] lien or claim. If following completion of this Con- tract and final payme[illegible] the contract price, any such lien or claim sha appear, Subcontractor [illegible] completely indemnify Contractor or Own against any loss or damage which may be suffered by reason thereof.

(i) INDEMNITY: Pay, defend, indemnify, and save Contractor harm- less from all claims, suits, actions and other proceedings (including costs expenses and reasonable attorney fees incurred by Contractor or others i defending the same and all costs and expenses, including overhead and lo profit incurred by Contractor as a result of such claims, suits, actions, o other proceeding or as a result of any delays in the prosecution of th work caused thereby) of any character, nature or description made o brought for or on account of any injury, death, damage (physical or other- wise), or the violation of any federal, state, municipal law or ordinance and any rules or regulations issued under any of the foregoing, allegedly o actually received, incurred, suffered, or sustained by any person, person firm, property, partnership, corporation or governmental entity, caused b or allegedly caused by or arising from any act or omission of Subcontracto his suppliers, agents, subcontractors, and/or employees in or in any wa connected with the performance of this Subcontract. Subcontractor shall i demnify Contractor from, and pay all costs, expenses and reasonable atto ney fees incurred by Contractor in any dispute with, or claim of Subco tractor, arising from or related to this Subcontract, where Subcontracto does not prevail in any portion of such dispute or claim. Contractor ma retain so much of the money due Subcontractor at any time as Contracto shall consider necessary until such suits, actions, disputes, proceeding claims, costs and/or expenses, reasonable attorney fees and claims of Co tractor against Subcontractor, if any, have been paid or settled. Further, the case of any dispute between the Subcontractor and the Contractor, th Subcontractor shall be bound to Contractor to the same extent that Contra tor is bound to the Owner by the terms of the general contract and by a and all decisions or determinations made thereunder. Any such sums so r tained by Contractor shall not bear interest thereon in favor of Subco tractor.

(j) PROTECT WORK: Effectually secure and protect its work, m terial and equipment, and bear and be liable for all loss or damage of a kind which may happen to the work at any time prior to the final co pletion and acceptance thereof, and Contractor will not in any manner answerable or responsible for any loss or damage that shall happen to t work of Subcontractor or any part thereof, or for any material, equipme or other things that may be employed therein or placed upon the groun by Subcontractor, the latter being responsible therefor until the work h been fully completed and approved by Contractor and accepted by t Architect or Engineer and by Owner.

Protect Owner's, Contractor's and adjoining properties from any a all injury arising in connection with the performance of work under th Subcontract. Subcontractor shall make good any damage or injury occurring, without any expense whatsoever to Contractor or Owner.

(k) LIABILITY AND COMPENSATION INSURANCE: Maintain Subcontractor's expense during all operations hereunder adequate Wo men's Compensation Insurance or Employer's Liability Insurance in cordance with the laws of the state in which the work is being performe He shall also maintain adequate Public Liability and Property Dama Insurance protecting Contractor and Subcontractor from all liability lating to all work hereunder, and shall furnish Contractor with certific of such coverage from the insurance companies, and said insurance sh be in amounts, and with companies and provided by policies approved Contractor.

(l) TEMPORARY OFFICES, REMOVAL OF RUBBISH, ETC.: Fu nish all temporary offices, sheds and tool houses, equipment, power, wa temporary lights, hoisting, all scaffolding, ladders, decking, stagin runways, etc., required in the execution of this Subcontract; and shall cle up and remove from the premises all debris caused under this Subcontra Should Subcontractor fail to clean up and remove from the premises debris made by this Subcontractor in the performance of this Subcontra Contractor shall have the right to perform this work and back-charge sa to the account of Subcontractor.

(m) CLAIMS: Be bound by any interpretation or construction of Contract Documents or any decision on any claim arising out of the formance of the work (whether presented by Contractor on his own be or on behalf of Subcontractor) made by Owner, Architect or Engineer, o authorized individual, board or arbitration or any court or other tribu which binds Contractor or to which Contractor is otherwise subject, a Subcontractor shall be subject thereto to the same extent as Contrac Contractor shall be under no obligation to take or prosecute any ap from any such interpretation or construction of the Contract Docume or from any such decision on any such claim, and in the event any ap is taken or pursued, Contractor may abandon the same, at any stage on any terms which it considers proper and desirable, and Subcontrac shall in all cases be fully bound by the results thereof. In connection w the foregoing, Subcontractor shall pay a proportionate share of the co expenses and attorney fees incident thereto.

Subcontractor agrees with respect to any claim, to first exhaust remedies available under the General Contract through Contractor, incl ing remedies available for breach of contract, prior to instituting any arate legal action in any court and, in any event, the Subcontractor ag to be bound to the Contractor to the same extent that the Contracto bound to the Owner by the final decision of the parties or entities set f above, whether or not Subcontractor is a party to such proceedings. In such proceedings, Subcontractor agrees to furnish all documents, s ments, witnesses and other information required by Contractor and to r burse Contractor for all expenses and costs incurred in connection t with, including reasonable attorney fees. It is expressly understood any and all materials and services furnished, or agreed to be furnishe Subcontractor and as to any and all damages, whether direct or indi if any, incurred on the Contract project, Contractor shall be liable to contractor in the same amount and to the same extent Owner is li to Contractor, but never any greater amount or to any greater extent the Owner is liable to the Contractor. If at any time any controversy, c or dispute, should arise between the Contractor and Subcontractor wit spect to any matter involved in the Subcontract or construction pr which controversy is not controlled or determined by this paragraph (m), or other provisions of this Subcontract, then the decision of the tractor with respect thereto shall be final and the Subcontractor sha bound thereby. No dispute or claim shall interfere with the orderly pro of the work and Subcontractor shall proceed therewith as directed. An of the work and Subcontractor shall proceed therewith as directed resolved controversy or dispute between the Contractor and the Su

... by the [illegible]. Arbitration [illegible] ... of either tribunal shall be final and conc[illegible] ... on the parties. The ... of a demand for arbitration in the American Arbitration Association ... Contractor shall be grounds for dismissal of [illegible] legal proceedings ... to any claims, disputes or controversy pro[illegible] such demand for ... ation is made by Contractor within sixty (60) [illegible] of the commence... of any such legal proceedings.

... ASSIGNMENTS. Not sublet or assign this Subcontract or any ... due or payable or to become due or payable hereunder (whether ... upon work completed or otherwise) without the written consent of ...ctor.

... FINAL ACCOUNTING. Present, at the time of final settlement, ...ting a full, detailed and itemized statement of his claims and ac... a full, detailed and itemized statement of his claims and ... whether claimed under this Contract or otherwise, and all mat... and facts not presented in such statement shall be considered waived ...bcontractor and shall not be asserted or brought in issue at a later ... by Subcontractor.

... Furnish Contractor with a 100% performance and payment bond ... amount equal to the Subcontract price. The bond shall be completed ...e form supplied by Contractor. Subcontractor shall not start work on ...project until the bond has been delivered to Contractor. The bonds ... be with a company acceptable to Contractor, and are to be paid for ~~[illegible]~~ Contractor.

6. Contractor shall:

... Pay Subcontractor, upon the basis of certificates issued by the ...tect or Engineer, the amount allowed to Contractor on account of ...ontractor's work to the extent of Subcontractor's interest therein, less ...ained percentage of 10%. All such payments shall be applied against ...um stated in Paragraph 1, and shall be paid within ten (10) days after ...pt by Contractor of payment from Owner. Retentions withheld under ...Contract shall be paid to Subcontractor within ten (10) days after the ...e Contract has been completely performed and approved and accepted ...wner and final payment from Owner has been received by Contractor, ...ded that Subcontractor has filed with Contractor an affidavit, properly ...ed and executed, certifying that no unpaid claims exist for labor ... materials used on the project or other obligations incurred by Sub...actor in the performance of this agreement, together with a Lien ...er in the form attached hereto.

... Whenever the same is required by Contractor, Subcontractor shall fur... substantiating vouchers in connection with all payments made under ... Contract, and prior to any such payment furnish Contractor with a ... a statement that all bills for labor, materials and Subcontractor's ...ontracts incurred in connection with the work for which payment is ...ated have been paid in full, or (when partial payments only have ... made by Subcontractor thereon), all amounts then unpaid on the ...

... Further it is mutually agreed that if this Subcontractor is terminated ...ny other reason, Subcontractor will not be entitled to payment for any ... performed unless and until and only if and to the extent, Contractor ... actually received such sums from Owner on account of Subcontractor.

7. Contractor and Subcontractor agree:

(a) ACCEPTANCE OF WORK: No payment hereunder by Contrac... shall constitute or be considered evidence of acceptance of any im...er work or materials or a waiver of improper performance.

... DEFAULT AND TERMINATION: Should Subcontractor at any ... refuse or neglect to supply a sufficient number of properly skilled ...men or sufficient materials of the proper quality or fail in any re... to prosecute the work with promptness and diligence, or fail in the ...rmance of any of the agreement herein contained, Contractor shall ... liberty to provide any such labor or materials and/or perform any ... agreements and to deduct the cost thereof from any money then due ...hereafter to become due to Subcontractor under this Contract, which ...ey may be retained by Contractor as security for such cost. If the Con...tor determines that Subcontractor is not performing any part of the ...ontract work properly, the Contractor may terminate the right of the ...ontractor to proceed with such part(s) of the work without terminat... the entire Subcontract. The Contractor may exercise such right upon ...g 48 hours' written notice to Subcontractor, whereupon the Contractor ... after the said 48 hour period, take whatever steps it may deem nec... to perform those parts of the work so terminated and the Contrac... shall charge the cost thereof, together with all reasonable expenses, to ...ontractor.

... If Subcontractor shall be adjudged bankrupt or if he shall make a ...ral assignment for the benefit of his creditors or if a receiver shall ... appointed because of his insolvency or if Subcontractor at any time ... refuse or neglect to supply a sufficiency of skilled workmen or of ...erials of proper quality, or shall fail in any respect to prosecute the ... with promptness, or cause by any action the stoppage of or inter...nce with the work of other trades on this project, or shall fail in the ...nce with the work of other trades on this project, or shall fail in the ...ion of Contractor in the performance of any of the agreements herein ...ained or become insolvent, Contractor, without prejudice to any other ... or remedy, at its option at any time after serving forty-eight (48) ... written notice to that effect, mailed to Subcontractor's place of bus... may terminate his Contract and enter into and take possession of ...remises and work, materials, tools, appliances and equipment and ...gh itself or others provide labor, equipment and/or materials to ...ecute the work on such terms and conditions as in the sole opinion ...ontractor shall be deemed necessary and shall deduct the cost thereof ... any money then due or thereafter to become due to Subcontractor ...er this Contract. If Contractor so terminates the employment of Sub...ractor, Subcontractor shall not be entitled to any further payments ...er this Contract until the work covered by this Contract has been com...ed and accepted by the Architect or Engineer. In no event shall Sub...tractor be entitled to more than the value of work executed and material ...d in place at the time of such termination. If the sum of the total cost ...ontractor of completing said work plus payments previously made to ...contractor is greater than the contract price stated in Paragraph 1, ...contractor shall pay the difference to Contractor on demand to ... extent that it exceeds the amount of withheld sums.

... CONTRACT CANCELLATION: WORK SUSPENSION: If the ...tract between Owner and Contractor is cancelled in whole or in part ... any reason, this Subcontract may be cancelled by Contractor in whole ... part without liability for damages of any kind and Contractor shall ...able to Subcontractor only for the reasonable value of Subcontractor's ... completed to the extent Contractor has received payment for said ... from Owner. If the work under the Contract between Owner and Con...tor is suspended in whole or in part for any reason, Contractor shall be ...le to Subcontractor if at all, for only the latter's costs (without lia... for damages of any kind) arising out of such suspension and only ...he extent Contractor has received payment therefor from Owner.

... CHANGES IN WORK. No extra work, alteration or deviation ... the Contract shall be performed or allowed without the prior written ...ent of Contractor and no obligation express or implied, is assumed ... Contractor respecting any such work without such written ...

... such plan will [illegible] ... on the date of such agreement ... of such Agreements and commitments are available upon request ... Subcontractor shall c[illegible]rm with such Agreements and commitments, ... any extensions, supp[illegible] or amendments thereto.

(f) SUBCONTRA[illegible] S STATUS. It is expressly understood a... agreed that Subcontractor is in all respects an independent contractor a... is not an agent or employee of Contractor. If the General Contract ... quires the Subcontractor to be approved by the Owner or its designat... representative, then this agreement is conditioned upon receipt by ... Contractor of said approval.

(g) PRIOR OFFERS AND AGREEMENTS. This Contract constitu... the entire agreement of the parties and it supersedes all prior offers, p... posals and negotiations. Neither party is relying upon any statement ... representation not expressly set forth herein. Any modification, change ... addition to this Contract must be in writing and signed by Contractor a... Subcontractor.

(h) CONTRACTOR'S RIGHT TO EXPEDITE. Procurement of ... materials called for shall be started at once. If the materials herein call... for be not delivered promptly, thereby causing or threatening to cau... delay in the general progress of the work, Contractor shall have the ri... to investigate the cause of said delay and expedite all deliveries, and ... expenses thus incurred by Contractor shall be charged to and paid by ... said Subcontractor.

(i) ADDITIONAL WORK ON BASIS OF COST OF LABOR A... MATERIAL: Should Contractor, during the life of this Contract, requ... Subcontractor to perform any additional work at the project upon ... basis of the cost of labor and materials, Subcontractor agrees to and sh... execute such extra work, upon receipt of written order therefor, in c... formity with all provisions of this Contract and Contractor will pay S... contractor therefor:

(1)—The actual net cost to Subcontractor of labor in accordance w... the established Union rates;

(2)—The actual cost to Subcontractor of all materials, less all savin... discounts, drawbacks, etc.;

(3)—The premiums Subcontractor has to pay for liability and com... sation insurance on labor; said premiums to be based on ... lowest rates obtainable in a company or companies accepta... to Contractor. Subcontractor shall, if required, furnish Contrac... with copies of said insurance policies;

(4)—State Taxes for Unemployment Insurance and Federal So... Security Taxes;

(5)—An allowance of fifteen (15%) percent for overhead and pr... on Items No. 1, No. 2, No. 3 and No. 4.

In the event that Subcontractor performs any additional work u... the basis of labor and materials as hereinbefore set forth, it agrees to ... shall furnish each day to the representative of Contractor duplicate p... roll sheets, material tickets and slips for other miscellaneous charges ... taining copy of each and securing the signature of Contractor's repre... tative thereon; such signed slips shall accompany all bills and vouch... presented with application for payment.

... Should Subcontractor be permitted and/or required to sublet, o... time and material basis, any portion or all of the labor and/or mate... involved by such additional work, the total cost to Subcontractor of s... work (including overhead and profit of subcontractor of this Subcontrac... shall be subject to the check and approval of Contractor. To said total ... to Subcontractor, as approved by Contractor, shall be added the sum ... ten (10%) percent to cover Subcontractor's overhead and profit.

(j) This agreement shall bind the successors, assigns and pers... representatives of the parties hereto.

(k) NONDISCRIMINATION CLAUSES. During the performance ... this Contract, the Subcontractor agrees as follows:

(1) The Subcontractor will not discriminate against any employe... applicant for employment because of race, creed, sex, age, color, or ... tional origin. The Subcontractor will take affirmative action to ensure ... applicants are employed, and that employees are treated during em... ment, without regard to their race, creed, sex, age, color or nati... origin. Such action shall include but not be limited to the following: ... ployment, upgrading, demotion, or transfer; recruitment or recruit... advertising; layoff or termination; rates of pay or other forms of com... sation; and selection for training, including apprenticeship. The Sub... tractor agrees to post in conspicuous places, available to employees ... applicants for employment, notices to be provided by the contracting ... ... setting forth the provisions of this non-discrimination clause.

(2) The Subcontractor will, in all solicitations or advertisement... employees placed by or on behalf of the Subcontractor, state that all ... ...fied applicants will receive consideration for employment without re... to race, creed, sex, age, color, or national origin. [illegible]

(3) The Subcontractor will send to each labor union or represent... of workers with which he has a collective bargaining agreement or o... contract or understanding, a notice, to be provided by the agency ... tracting officer, advising the labor union or workers' representative o... Subcontractor's commitments under Section 202 of Executive Order ... 11246 of September 24, 1965, and shall post copies of the notice in ... spicuous places available to employees and applicants for employment.

(4) The Subcontractor will comply with all provisions of Exec... Order No. 11246 of September 24, 1965, and of the rules, regulations, ... relevant orders of the Secretary of Labor. [illegible]

(5) The Subcontractor will furnish all information and reports req... by Executive Order No. 11246 of September 24, 1965, and by the rules, ... lations, and orders of the Secretary of Labor or pursuant thereto, and ... permit access to his books, records, and accounts by the contracting a... and the Secretary of Labor for purposes of investigation to ascertain ... pliance with such rules, regulations, and orders.

(6) In the event of the Subcontractor's noncompliance with the ... discrimination clauses of this contract or with any of such rules, re... tions, or order, this contract may be cancelled, terminated or susp... in whole or in part and the Contractor may be declared ineligible fo... ther Government contracts in accordance with procedures authori... Executive Order No 11246 of September 24, 1965, and such other san... may be imposed and remedies involved as provided in Executive Orde... 11246 of September 24, 1965, or by rule, regulation, or order of the S... tary of Labor, or as otherwise provided by law.

(7) The Subcontractor will include the provisions of Paragraph ... through (7) in every Subcontract or purchase order unless exempt... rules, regulations, or orders of the Secretary of Labor issued pursu... Section 204 of Executive Order No 11246 of September 24, 1965 so ... such provisions will be binding upon each Subcontractor or vendor ... Subcontractor will take such action with respect to any Subcontr... [illegible] order as the contracting agency may direct as a means ...

(f) SAFETY AND HEALTH ACT The Subcontractor shall comply ery respect with the Williams-Steiger Occupational Safety and Health of 1970 and all rules and regulations now or after in effect under Act, and the Subcontractor further agrees to mply with any and plicable state laws and regulations pertaining to safety and health.

The Subcontractor shall protect and keep Owner and General Conor (including their agents and employees) free and harmless from and all liability, public or private, penalties, contractual or other- losses, damages, costs, attorneys' fees, expenses, causes of action, ns of judgments resulting from a claimed violation of the Williams- ger Occupational Safety and Health Act of 1970 or any rule or regula- promulgated thereunder or of any state laws or regulations pertain- to job safety and health arising out of or in any way connected with performance of work or work to be performed under this Subcontract. ontractor shall indemnify Owner and General Contractor from any claims, penalties, suits or actions, public or private, administrative udicial, including attorneys' fees paid or incurred by or on behalf of Owner and/or the General Contractor, jointly and severally, and/or agents and employees.

Subcontractor further agrees in the event of a claimed violation of federal or state safety and health law or regulation arising out of or ny way connected with the performance of work or work to be per- ned under this Subcontract, the Owner and/or General Contractor may nediately take whatever action is deemed necessary by Owner and/or eral Contractor to remedy the claimed violation. Any and all costs or enses paid or incurred by Owner and/or General Contractor in taking h action shall be borne by Subcontractor, and Subcontractor agrees to ect, hold harmless, and indemnify Owner and/or General Contractor nst any and all such costs or expenses.

of convenience and for reference and they in no way define limit or scribe the scope or intent of this agreement, nor do they in any way af this agreement.

10. Severability.

If any provision this Subcontract, or any part thereof shall at time be held to be invalid in whole or in part under any applicable eral or state law, ruling or regulation, then such provision shall remai effect only to the extent permitted, and the remaining provisions he shall remain in full force and effect.

11. Nonwaiver:

Waiver by Contractor of any breach of any provision of this Sub tract by Subcontractor shall not constitute a waiver of any other or fu breach of the same or any other provision hereof

12. Actions and Proceedings.

This Subcontract shall be construed under the laws of the Stat Oregon. No action or proceeding shall be instituted by Subcontractor ag Contractor upon any claim arising out of or relating to this Subcontrac the breach thereof, unless such action or proceeding shall be comme within one year after the date of acceptance of the work under the con between Contractor and Owner. Subcontractor agrees that any such ac or proceeding shall not be commenced in any courts other than those in County of Multnomah, and State of Oregon.

13. Attachments and Riders:

Annexed hereto and initialed by the parties and by this refer made a part of this agreement are riders designated as

IN WITNESS WHEREOF the parties hereto have executed this Subcontract on the date first above writt

MORRISON ELECTRIC COMPANY	DONALD M. DRAKE COMPANY
Subcontractor	Contractor
By	By
	Peter deC. Ebert
	Vice President

d the person so signing expressly declares and repre- ts himself to be qualified and authorized to execute Subcontract for Subcontractor.

4834 S.E. Division
Street Address
Portland, OR 97206
City, State and Zip Code
ne: 235-6683

"AIA" Form
Lien Waiver Form
Application & Certificate for Payment
Continuation Sheet

Exhibit A, Page 7 of 7
Page 16 - Complaint- FIRST AMENDED

EXHIBIT "A-16"

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing

FIRST AMENDED COMPLAINT FOR BREACH OF CONTRACT, NEGLIGENCE, ACTION ON CONTRACTOR'S BOND, AND TORTIOUS INTERFERENCE WITH CONTRACT

on the following parties by hand delivery or mailing, postage prepaid, addressed as follows:

John R. Brooke
Wood, Tatum, Mosser, Brooke & Holden
Suite 1300
1001 S. W. Fifth
Portland, Oregon 97204

Donald E. Murray
1000 Willamette Center
Portland, Oregon 97204

David Trachtenberg
Kobin & Meyer
Suite 800
610 S. W. Alder
Portland, Oregon 97205

CERTIFIED A TRUE COPY:

Of Attorneys for Plaintiff

DATED: December 31, 1982

F. GORDON ALLEN

F. GORDON ALLEN OSB# 77010

EXHIBIT "A-17"

1

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: November 15, 1982

FROM: O. B. Jackmond
Contract Administration Engineer

O. B. Jackmond

SUBJECT: Multnomah County Maintenance & Operations Facility
Phase III, Contract No. 9188

The contractor's internal memo of October 22 lists several items as remaining unresolved. The following comments are offered concerning these items:

Item 1. Storm water sump and pumps.

This is an unresolved claim. The contractor's internal memo is substantially correct. There have been two Claim Review Board meetings on this claim. The first was in April, 1982 at which the contractor's representative read his letter of April 12 to the Board but did not give the letter to the Board (apparently on the advice of his counsel). The cost figures presented were unclear and confusing and the Board's recommendation led to the State's response which, as stated by the contractor, was somewhat ambiguous. A second Board meeting was held to clarify the matter. The Board arrived at the same conclusion and recommended the settlement offer contained in the State's August 24 letter to the contractor, a copy of which is attached. No official response has been received from the contractor. However, I understand that his attorney has contacted our Chief Counsel and made mention of some kind of compromise. We have received nothing further on this. Multnomah County has financial responsibility for this claim.

Real question is whether pumps specified (the $52,000 pumps) were or were not part of the contract.

Item 4. Coiling Doors.

The contractor's internal memo is substantially correct. This is an unresolved claim item and has been reviewed with the contractor at our Regional office and denied at that level. A copy of the Region's internal memo of October 11 is attached.

Real reasoning is contractor obligated to provide motor that would properly operate doors.

Item 5. Electrical Punch List.

The contractor's internal memo is somewhat vague but appears to be substantially correct. The contractor and/or his subcontractor has discussed three or four specific items on the electrical punch list with our Project Manager. These items of work have not been resolved and discussions at the project level continues. No formal or specific claim has been submitted to the State and these electrical punch list items appear to be included in a current lawsuit between the electrical subcontractor and Donald M. Drake in the amount of approximately $1 million. Neither the State nor the County is party to this suit.

Believe some monies may or may not be due. — No claim rec'd. — Claim from Sub-contractor has been filed against prime.

81-125-1387

OBJ:cb cc: Al Harwood (att.)

Tony
These items remain
unresolved J.G.P.

Franklin G. Drake

October 22, 1982

Peter deC. Ebert

Multnomah County Maintenance &
Operations Facility - Phase III
O.S.H.D. Contract No. 9188

Reference: Relations with Multnomah County

Although the following is primarily my own observations, the prevailing evidence is that if a circumstance occurred, of which there were many, where a decision was not clear and would require interpretation of any ambiguity and it also involved additional compensation, that Multnomah County would inevitably reject any proposals, not based on merit, but based on their unwillingness to pay. This occurred a number of times even when there were indications that the OSHD felt a negotiated settlement would be appropriate.

A number of examples follow:

1. Subject: Storm Water Sump & Pumps (see letter No. 140-452, attached).

   During the early stages of the project, a difference of opinion developed over the compensibility of the subject system in its entirety. After the work was completed and before final payment, a Claims Review Board meeting was held which consisted of the normal OSHD personnel. Subsequent to that hearing a decision was rendered which, although somewhat ambiguous, seemed to indicate that the OSHD was willing to pay for all costs. Subsequently, after a number of months, a Claims Review Board was reconvened which consisted of the normal OSHD personnel and a representative of Multnomah County. During this review I believe both the OSHD Resident Engineer and the representative of DMD stated the facts; however, the attorney for Multnomah County acted as an advocate against compensation. Subsequently, we were issued a Price Agreement which in essence compensated for all the additional work, but retained $52,000 as a credit for the supposedly specified pumps (see letter No. 140-452).

2. Subject: 500 KW Generator (see letter No. 140-072, attached).

   During the course of the project we were directed primarily by the County to provide a 500 KW Generator eventhough the specifications and Bid Item specified a 500 KVA. The County's position was simply that they felt their intentions were eminently clear particularly through the consultants; eventhough, they certainly weren't clear in the documents. Eventually, after much discussion, an additional compensation of approximately $19,000 was made.

3. Subject: Overhead Cranes.

The specifications were clear on the height clearance of the overhead crane; however, there are two types: underhung and overhung. The overhung provides more hook height. Although the specifications and drawings were silent on the type of crane, i.e. underhung or overhung, the County demanded that it be an overhung. Eventually, we were compensated an additional $23,000.

4. Subject: Coiling Doors.

After the project was substantially complete, the motors on the coiling doors started to fail. The County contended that it was due to the wrong motors being installed, i.e. light duty versus heavy duty. The specifications are silent as to type, or use, or frequency. Initially the County contended that they were not using the doors to such an extent that a low frequency motor would not suffice; however, after considerable observation, it was obvious that heavy duty motors should be installed. Subsequently heavier duty motors were voluntarily installed costing approximately $6,000. Recently, we were notified that the County does not believe these motors are compensible.

5. Subject: Electrical Punch List.

After the project was almost substantially complete, Peterson & Associates, Electrical and Mechanical Consultants, changed inspectors on the project. The new inspector, who was also a principal in the company, prepared another Electrical Punch List which was indeed of major proportions and which in a number of instances was beyond the scope of the specifications. After considerable meetings, the extent of the punch list was reduced; however, the remaining work amounted to approximately $15,000. There is no doubt that these additional requirements, although minimal in nature, were exorbitant in cost primarily because they were required after completion of all work.

6. Subject: Fleet Wash.

After the project started, it was discovered that the Fleet Wash did not have a reclaimer pit with the appropriate pumps which the County desired. The County threatened, because it was short of funds, to eliminate the Fleet Wash. Hanna Company, the supplier of the Fleet Wash, agreed to provide the pump at no additional cost and agreed to pay for half of the reclaimer pit as compensation to Drake for providing it. Subsequently, of course, the County has not tendered any further reimbursement.

I think in reviewing the above the tenor of the County's position becomes eminently clear; eventhough, they attempted in many instances to remain aloof and let the OSHD bear the brunt of these differences because of the OSHD's administration responsibility.

PdeCE:dks

DONALD M. DRAKE

OCT 15 1982

89

1859

OREGON STATE
HIGHWAY DIVISION
4755 S.W. Watson Ave.
Beaverton, Oregon 97005
October 13, 1982

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

RE: MCOMF, Phase 3
Contract No. 9188

Attention: Douglas Grassman

Price Agreement No. 105 is written to reflect the decision of the Claims Review Board. If this Price Agreement is satisfactory please sign and return to this office.

Robert E. Shotwell
Project Manager

RES:rsr

XC: Al Harwood
Files.

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

OREGON STATE HIGHWAY DIVISION

Project Name MCOMF, Phase 3 **Date** October 11, 19 8

Highway --- **Contract No.** 9188

County Multnomah **Prefix** 626-1063

Contractor Donald M. Drake Company **F. A. Project No.** I-205-7(75)312

Address 1740 N.W. Flanders Street, Portland, Oregon 97209 **Price Agreement No.** 105

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Provide Storm Water Sump as listed on Dwg. SP-3, plumbing and pumps as detailed on Dwg. R-59 and delete pumps A, B, C, and D on pump schedule, Dwg. SP-3.

** See back for Summary **

Locations by station numbers:

North Ramp

Names of pay items, estimated quantities and agreed prices:

Storm Water Sump.......Lump Sum........ -$10,329.00 (Credit to State)

Specifications, basis of measurement and other provisions:

Plumbing section of the contract applies. This Price Agreement is settlement for all claims for the Storm Water Sump, Pumps, and Piping work. Price Agreements 73, 94, 101 and 102 as written but unsigned are void. Work has been performed.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization .... $ 9,576,937.43

Present estimate of project cost, including $ -10,329.00 for work under this order $ 9,700,407.18

Expected XXXXXX over-run (amount) ..... $ 123,469.75

Expected XXXXXX over-run (per cent) 1.29

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Signed Contractor

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer Assistant State Highway Engineer or Office Engineer

SP*70656-734
Form 734-1169 (Rev. 3-79)

Summary of Work Performed:

1.	Storm Water Sump: Utility Vault Model 818LA Modified as shown on Dwg. SP-3 As Installed	$16,579.00
2.	Pumps (revised); 2 FLYGT 8" CS-3152 high volume, 14 H.P. and 1 - 3" FLYGT CS-3085 (curve 1) 3 phase, 3 H.P. (Dwg. R-59). As Installed	$12,740.00
3.	Provide D.I. piping, Cast Iron elbows, check valves (located adjacent to pumps) and appurtenances as shown on Dwg. R-59. As Installed	$13,052.00
4.	Delete pumps A, B, C and D on pump schedule, Dwg. SP-3 (PLAN).	-$52,700.00
	Total	-$10,329.00 (Credit to State

Sackmond

STATE OF OREGON **INTER-OFFICE MEMO**

TO: BOB SHOTWELL
Project Manager

DATE: October 11, 1982

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: PUBLIC WORKS BUILDING
Contract 9188

I have reviewed the information submitted by the architect and that presented at the meeting we had some time back with the contractor regarding the door operating systems. I concur in the County's position that there is no entitlement and the claim should be rejected.

My position is based on the following facts and information presented in correspondence and at the meeting:

1. There is no standard in the industry for "high usage" operating equipment.
2. The contractor was aware of the intended use of the door and should have anticipated the usage or gotten clarification if usage was critical.
3. Failure of the system occured almost immediately.
4. At the meeting the supplier claims heat build up due to frequent operation was the cause of the failure. As I recall frequent operation was defined at the meeting as three or four openings per hour. In the door specifications there is no mention of any restriction on number of openings per hour.

Please advise the contractor of our findings. He, of course, still has the option of going to the Claims Board.

done by letter about Oct. 14.

ACH/gw

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Department of Transportation
STATE HIGHWAY DIVISION

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August 2[illegible], 1982

Donald M. Drake Company
1740 NW Flanders Street
Portland, OR 97209

Contract Claim
Multnomah County Maintenance and
  Operations Facility, Phase III
Contract No. 9188

Your claim regarding furnishing and installing [illegible] water sumps and pumps in the north entrance r[illegible] been reviewed again. Recommendations for settlem[illegible] of this claim have been received from the Claims [illegible] Board.

Storm water pumps were identified on the original [illegible] sheets. It was your responsibility to include the work in your bid. Your claim for return of the [illegible] withheld by the State for the estimated cost [illegible] contract pumps is denied. Payment will be m[illegible] for the cost of furnishing and installing the [illegible] pumps.

However, the wording of the August 29, [illegible] Letter did raise some doubt on whose [illegible] it was to furnish and install the storm water [illegible]. Therefore, if agreed to by Multnomah County, [illegible] will be made for this work.

Upon receipt of this letter and upon the con[illegible] of Multnomah County, the Project [illegible] is [illegible] to issue a price agreement providing payment [illegible] the sump work and the additional piping. Ac[illegible] of such payment shall settle all [illegible] water sump and piping work.

[illegible] S. [illegible]ulter, P.E.
State Highway Engineer

JS:[illegible] st

cc Robert N. Bothman
   D. H. Moehring
   George Stillman, Multnomah County
   Jack Sollis

[illegible]
Al [illegible]
Bob [illegible]

SUGGESTED LETTER FOR MR. SCHROEDER'S CONSIDERATION

8/18/82

H. S. Coulter
State Highway Engineer

R. L. Schroeder, P.E.
Chairman, Claims Review Board

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CONSTRUCTION
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Contract Claim
Multnomah County Maintenance
and Operations Facility, Phase III
Contract No. 9188

Donald M. Drake Company, the prime contractor on this project resubmitted its claim for furnishing and installing storm water sumps and pumps in the north entrance ramps. This resubmittal was requested to clarify the monetary and price agreement aspects of the claim.

In attendance for Drake were the same parties attending the first meeting: Peter Ebert; Norm Kobin, Attorney; and Jim Culbertson. Bob Shotwell, Joe Simpson, Marion Craft, Bryant Jackmond and Al [illegible] represented the Highway Division. Multnomah County was represented by Tor Lyshaug, Tom Guiney and John Leahy, Counsel.

Board members present were Bob Schroeder, Bob Bowman, and Dave Moehring of the Highway Division, and George Stillman for Multnomah County. Jack Sollis, Chief Counsel, also attended.

FINDINGS:

Drake did not submit any new data in support of its claim. The "Findings" discussed in my April 21, 1982 letter are still valid. Drake did reiterate strongly that the precast sump work was eliminated from his contract due to the revision letter that stated in part "...all precast concrete including erection will be performed under the precast contract now underway..."

The Highway Division and Multnomah County again contended that the sump and pump work were covered in the contract and included in Drake's bid. Their reasons were the same as discussed in the April [illegible]

[illegible] clarified the monetary and price agreements [illegible] claim as shown in the following table:

Item	Amount		Claim	[illegible]
	State	Drake		
1. Electrical Hookup	$12,145	$12,148	None	[illegible]
2. Add'l Piping	$13,082	$13,488	$ [illegible]	[illegible]
3. Pumps Furnished and Installed	$12,740	$16,[illegible]	$ [illegible]	[illegible]
4. Credit for Contract Pumps	($2,700)	--	$[illegible]	[illegible]
5. [illegible]	---	$[illegible]	[illegible]	
			$70,[illegible]	

Thus, Drake was claiming nearly $[illegible],000 [illegible]

State was retaining $26,908 as credit ($52,700 - $13,052 - $12,740).

CONCLUSION:

The Board concluded again that the pump work and sump work as shown on Plan Sheets SG-2, SP-1 and SP-3 were Drake's responsibility. The Board believes that a credit should be retained by the State for the difference between the value of the contract pumps ($52,700) and the value of the actual pumps furnished and installed ($12,740).

However, the Board agreed that the revision letter was ambiguous enough to cloud the issue of responsibility for the sump work. The contractor should be paid for furnishing and installing the sump at the agreed-upon value.

RECOMMENDATION:

The Board recommends that the issue of the pumps be separated from the remainder of the claim. Both the State and Drake agree that payment is due for the additional piping; therefore, the State should issue a price agreement to pay the contractor for the additional piping and the sump work. The amount should be determined by the Construction Office.

The State should retain as a credit the difference between the $52,700 and the value of the actual pumps furnished and installed.

DM DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
503 226 3991

No. 140-452

April 12, 1982

Oregon State Highway Division
Transportation Building
Salem, OR 97310

Attention: Contract Claim Review Board

Subject: Multnomah County Maintenance &
Operations Facility - Phase III
O.S.H.D. Contract No. 9188

Reference: 1) Storm Water Sump & Related Work

Gentlemen:

As stated in previous correspondence, we do not consdider that the referenced work is included in our scope of work and, therefore, we seek an equitable adjustment in our contract amount.

To understand our reasoning for this position, it is perhaps advantageous to first review the chronology of events:

1. On September 11, 1980 the Donald M. Drake Company submitted its bid for the subject project in the amount of $8,774,365.00. After review by the Commission, the State Highway Engineer awarded the contract to the Donald M. Drake Company.

2. Immediately prior to April 24, 1981, it came to our attention that there was a question as to whether the storm water sump was included in our scope of work.

3. On April 28, 1981 the State notified us that the storm water sump and its appurtenances were included within the scope of our work under Bid Item 25 - Building Work.

4. After considerable discussion we met with representatives of the Construction Department to explain our position. On July 1, 1981 we were notified by the Assistant State Highway Engineer that he had concluded that the work was within the scope of our work. In addition he stated "We have found it necessary to alter the storm water sump and pump system shown on the contract plan. Payment for this alteration in the work will be made in accordance with Section 109.04 of the Contract Standard Specifications." The extent of the change was to add the controls and electrical systems which the State contended had not been included in the Contract Documents, to revise the number of pumps and sizes, to add piping and valving which the State contended had not been included in the Contract Documents,

and to add additional partition and painting. Subsquently, we received a complete set of drawings dated June 6, 1981.

5. On July 24, 1981 we submitted our quotation for the work shown on the drawings dated June 6, 1981 in the amount of $89,726.00. This amount did not include any credit for which the State contends was originally within the scope of our work.

6. On September 4, 1981 we executed Price Agreement No. 49 in the amount of $12,145.00 which consisted of only the electrical and control portions of the work.

7. On February 17, 1982 we requested a meeting before the Contract Claim Review Board.

8. On April 1, 1982 we received Price Agreement No. 73 in the amount of a credit of $26,908.00 which had been executed by all parties except the contractor, and which deducted for the purported contract pumps, added three pumps, and added plumbing and valving.

Before reviewing our reasons for our conclusions, it is probably also advantagous to review the following facts:

1. The Donald M. Drake Company contract was for Phase III of the Multnomah County Maintenance & Operations Facility. Two previous phases had already been let and were either under construction or completed. Subsequently, two other utility contracts were let and constructed which were not part of our work. It should be noted that nothing in our Contract Documents precluded subsequent phases.

2. The Contract Documents specifically indicated that Multnomah County might perform some of the work and, therefore, bid items could be accepted or rejected based on Multnomah County's sole determination.

3. Subject sump is not discussed in the specifications.

4. The specifications state "All precast concrete including erection will be performed under the precast contract now underway". It should be noted that the sump tank itself is precast.

5. Most building projects consist of various drawings which are coordinated to insure completeness throughout and the work is performed by separate disciplines or specialty subcontractors, i.e. structural, mechanical, electrical, utilities, etc. This particular project consisted of Architectural, Structural, Mechanical, Plumbing, Electrical, Site Grading, Site Plumbing, Landscaping. The sump and

other related work should have been but is not shown on the Architectural, Structural, Mechanical, Plumbing or Electrical.

6. Various drawings were included in the Bid Documents which stated "informational, not included".

7. The sump is shown only on drawings SP-1, SP-3 and SG-2; however,:

   a) Drawing P-2 shows piping extending to 5' outside the building, but, when one refers to other drawings there is not continuity from this location to the location of the sump.

   b) Drawing SP-1 has a note which states "For continuation within 5' of building, see plumbing and electrical". When one reviews the plumbing and electrical he finds no connections to the sump nor any further information.

   c) The extent of detail shown on these drawings is insufficient to construct from and, therefore, appears similar to the informational drawings previously included.

8. In checking with the low bidders for both utilities and mechanical, we find that none of them included the storm water sump or its related work.

9. As soon as all the information was available, we and the appropriate subcontractors implemented the work, realizing the magnitude of the costs involved, in order to satisfactorily complete the project within the State's requirements.

Our primary reasons for believing that the referenced work is not included within our scope of the work are that:

1. All precast is explicity excluded from the contract.

2. The specifications do not specifically include the work in the contract.

3. The appropriate drawings do not include the work in the contract.

4. What information is shown is only sufficient for informational purposes and not sufficient to either construct or provide a complete installation.

5. With the phasing of the project, we had no reason to believe it was not going to be provided elsewhere.

We believe that, as a minimum, we should be reimbursed for the following direct costs:

a)	Furnish & Install Sumps	-	$ 16,579.00
b)	Additional Piping	-	13,456.00
c)	Miscellaneous Items	-	138.00
d)	Furnish & Install New Pumps	-	13,968.00
e)	Release Of Credit Held By State	-	26,908.00
	TOTAL	-	$ 71,049.00

In closing, we would respectfully request that the State review the above and, in a spirit of fair play, approve our request for reimbursement of the above costs.

Very truly yours,

DONALD M. DRAKE COMPANY

Peter deC. Ebert
Vice President

PdeCE:dks

DM DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS/DEVELOPERS
503 226 3991

No. 140-072

February 23, 1981

Oregon State Highway Division
9898 N.E. Hancock Drive
Portland, OR 97220

Attention: Mr. Robert Shotwell,
Resident Engineer

Subject: Multnomah County Maintenance &
Operations Facility (Phase 3)
O.S.H.D. Contract No. 9188

Reference:
1) Bidders Proposal for Highway Construction Submitted on September 11, 1980, Schedule of Values.
2) OSHD letter dated February 18, 1981.
3) ZGF letter dated February 5, 1981.
4) Peterson Associated Engineering, Inc. letter dated January 30, 1981.
5) OSHD Standard Specifications, Section 104.02, Alterations of Plans or Character of Work.

Gentlemen:

On February 18, 1981, at our weekly project meeting, the Oregon State Highway Division directed us to furnish and install a diesel generator with a stand-by rating of 500 KW. Reference No. 2 was written confirmation of this direction.

We believe that this direction is an "Alteration of Plans and Character of Work" and is compensible under the terms of the Contract Documents, and, therefore, we request that a Price Agreement, in accordance with Reference No. 5, be executed which adjusts the Contract Time and Contract Amount.

To contribute to your understanding of our reasons for considering this direction an "Alteration", it is advantageous to review the following:

1. The Contract Documents are inconsistant wherein the following exist:

    a. Bid Item #30 of the Project Proposal reads "500 KVA Generator".

    b. The Contract Drawings, page 1.2, specifies a 500 KVA generator.

    c. The Contract Special Provisions, Section 16200 - Diesel Generator, refers to a generator with a stand-by rating of 500 KW.

2. The generator supplier, ILI, noted the inconsistancy in the Contract Documents prior to bid time and contacted the Electrical Designer, Peterson Associated Engineers, Inc. ILI was notified by Peterson Associated Engineers, Inc. that a generator with a stand-by rating of 500 KVA was satisfactory.

3. After the bid date, Peterson Associated Engineers, Inc. reaffirmed, in Reference No. 4, that the Contract Documents required a generator with a stand-by rating of 500 KVA.

4. On December 4, 1980 a generator was submitted for approval that has a stand-by rating of 575 KVA. On January 28, 1981 the submittal was returned approved.

The consequences of this direction to supply a generator with a stand-by rating of 500 KW are breifly described as follows:

1. Additional Cost - The approximate cost of furnishing and installing a 500 KW generator is $21,000.00. This cost is predicated on approval of shop drawings by March 9, 1981. The indirect cost has not been assessed.

2. Project Duration - The project will be delayed in its completion by a minimum of 30 days due to the delay in receiving this "Alteration". The facts which have developed this delay follow. The 500 KVA generator was submitted for approval on December 4, 1980 and returned approved on January 28, 1981. (It should be noted that the specified shop drawing review time is 10 claendar days.) The 500 KVA generator is presently being stored in the area. On February 5, 1981 we were notified in Reference No. 2 that the capacity of the generator was revised. Presently, we are investigating the availability of a generator with a stand-by rating of 500 KW.

In closing, we believe that the revised generator is an "Alteration in the Plans and Character of the Work" because:

1. The Bid Documents and Payment Schedule have precedence over any other Contract Documents and clearly state a 500 KVA generator.

2. In the case of inconsistancies in the Contract Documents, the contractor requested clarification which he received both prior to bid time and subsequent to bid time. This clarification was the basis of our bid and was illustrated in our bid price.

3. The Oregon State Highway Division has received the benefit of the cost difference between a 500 KVA and a 500 KW generator.

4. Approval was sought and recieved on the 500 KVA generator and was only later rescinded.

Because of the large impact of this direction and "Alteration" on the project cost and schedule, we request an immediate meeting with the appropriate parties to ensure this is the course of action the Oregon State Highway Division wishes to follow.

Very truly yours,

DONALD M. DRAKE COMPANY

Douglas A. Grassman

Douglas A. Grassman
Project Manager

DAG:dks

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(75)312
Multnomah Co. Operations & Maintenance Facility
Rockwood Water District
Engineering Services

Date: October 28, 1982

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

By letter dated October 20, 1982, Mr. Swan has requested concurrence in payment to Lee Engineering for final design work performed prior to authorization for that stage. The original authorization for the preliminary stage recognized the consultant agreement covering complete engineering but only authorized funding for the preliminary stage. The break between stages was for the purpose of evaluating costs, determining levels of responsibility for funding, etc.

While our PR-1240 authorizations did not specifically say so, it was our intent to approve the contract method in providing this service. Our concern was to determine the pro-rata share of the new shop facilities. Under that concept the risk by Rockwood Water District in proceeding was only related to the extent of participation in their project based on data assembled by the preliminary stage.

I agree that all services, as stated in Mr. Swan's letter, are eligible based on the pro-rata share determination for the shop project. Since the final cost exceeds our authorization by $1,600 on this item you should assure yourself that sufficient funds are available. ✓

for
Dale E. Wilken

cc:
OSHD (Swan)
OSHD (Cartwright)
OSHD (Kleinschmit)

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FOR

Info	Inves	R/D	D/R	Sign	Act	File

October 20, 1982

RECEIVED
TECHNICAL SERVICES
OCT 25 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTN: C. T. Christianson, Area Engineer

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Effective Date of Authorization
Engineering Services
Rockwood Water District/Lee Engineering, Inc.
Multnomah Co. Maintenance & Operations Facility
(Phase III)
East Portland Freeway
Multnomah County
Project No. I-205-7(75)312

Reference is made to my letter of January 19, 1981 which submitted a copy of an agreement between Rockwood Water District and Lee Engineering, Inc. which covers engineering services to be provided by Lee Engineering for the District. Exhibit "A" to the agreement applies more specifically to the engineering services required to study, design, let to contract and inspect the installation of a water service to Multnomah County's new Maintenance and Operations Facility. A letter form estimate of cost for the Study Phase was submitted with the agreement. Your Letter of Approval and/or Authorization, dated February 9, 1981 approved the agreement and authorized the funds for the Study Phase only. Copies of the Engineering Service Agreement, my letter of January 19, 1981 and your PR-1240 are attached.

Jack Cartwright's letter of February 12, 1981 to the District authorized Lee Engineering to proceed with engineering services as of January 13, 1982. A copy of his letter is attached.

On June 1, 1981, I submitted an addendum to the Engineering Services Agreement which covered the preliminary design, final design, bidding and construction phases of the engineering services. This work was estimated to not exceed $20,000. A copy of my letter, the addendum and your PR-1240, dated August 5, 1981, approving the work and advanced authorization date of May 19, 1981 is attached.

The installation of the water service, by contract, has been completed and final payment made. The required engineering services, to accomplish the water service installation, have also been completed by Lee Engineering. The final cost of the Study Phase is $2,998.61 of which State share is 85% or $2,548.82. The final cost of the design, bidding and construction phases of the engineering services is $16,212.48 of which State's share is 85% or $13,780.61. The costs have been audited and found to be justified and acceptable.

Lee Engineering misconstrued Jack Cartwright's letter of February 12, 1981 as authorization to proceed with design engineering services as well as the study engineering services. Lee Engineering began work on the design engineering services on April 6, 1981. The work accomplished prior to May 19, 1981 was found to be necessary and related to the final design for the water service. Lee Engineering's early start on the water service design contributed to a timely installation of the service is considered to have been in the best interest of Rockwood Water District, Multnomah County and the public.

Federal participation in the cost of all necessary engineering services provided by Lee Engineering after January 19, 1982 is requested. Cost of the total engineering services is $19,211.09 which underruns the total authorization of $23,000 by $3,788.91 or 16.47 percent. State's share of the total cost is $16,329.43.

JMC/DES/llr
Attachments
cc: E. S. Hunter
Jack Cartwright
Gary Kennen
Rich Evans

DRESSLER AND GRANATA
ATTORNEYS AT LAW
2323 S. E. 122ND AVENUE
PORTLAND, OREGON 97233

ROBERT L. DRESSLER
FRED A. GRANATA

TELEPHONE
255-8953
ERNEST J. BUHLINGER
OF COUNSEL

October 5, 1982

Mr. Gordon F. Allen
Attorney at Law
3rd Floor Strobridge Building
735 S. W. 1st Avenue
Portland, Oregon 97204

Re: Atlas Heating, Inc., vs. A-Line Equipment Company, et al

Dear Mr. Allen:

I represent Atlas Heating, Inc., who have handed me copies of their invoices to you numbered 12951 and 12952, dated November 23, 1981, in the total amount of $5,793.60. My instructions are to collect this item. Before initiating any collection procedures I wanted to let you know that the item has been referred to this office and to inquire as to the reason for nonpayment.

I have been advised that you represent A-Line Equipment Co. in a suit or claim against Donald M. Drake Co. It is my understanding that the State Department of Transportation had a contract with Donald M. Drake Company as the general contractor, and that the general contractor posted the usual performance bond with the Secretary of State. I am further informed that A-Line Equipment Co. was a subcontractor to Donald M. Drake Co., and that my client was in turn a sub-contractor to A-Line Equipment Co. As you probably know my client has filed claims against Donald M. Drake's performance bond.

I am informed that Donald M. Drake Co. has paid your client the full amount of their subcontract less the amount owing to my client. We have received no indication that there are any complaints as to the quality of the work performed by Atlas Heating, Inc. Some questions were raised concerning charges for extras, but these questions were answered by my client under date of December 21, 1982, and so far as we know there is no longer any disagreement over the charges.

It would be very much appreciated if you would advise me as to the status of the claim by Atlas Heating, Inc. against A-Line, and as to the status of the controversy between A-Line Equipment Co. and Donald M. Drake Co.

Very truly yours,

ROBERT L. DRESSLER

RLD:jj
cc: Atlas Heating, Inc.
cc: Donald M. Drake Co.
cc: Secretary of State
cc: Department of Transportation

no response rec.

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 SHOPS
Multnomah County Shops - Generator
Your ROW 12 dtd 9-24-80

Date: October 1, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Boyd's letter of September 24, 1980, requested our participation in a credit for an emergency generator at the new shops building. The support data furnished supports the need for a 350 kw generator to power the functional replacement needs of the new facility.

Cost data shows an average price differential of about 75 percent between a 500 kw generator the County is buying and a 350 kw generator we would participate in. The bid for the 500 kw generator was $40,000, so we will participate in a $30,000 credit for the smaller unit. In addition, appropriate salvage credits will have to be made to the project for the value of the existing Rocky Butte generators that are being replaced.

G L Green
G. L. Green

cc:
OSHD (J B Boyd)

RECEIVED
STATE HWY ENGR
OCT 2 - '80
REFER TO
FOR
Info Inve R/D D/R [illegible]

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ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 24, 1980

In Reply Refer to
File No.:

TO: Glen Green, Division Administrator
Federal Highway Administration

RECEIVED
DOT DIRECTOR
SEP 25 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Justification for Generator
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

When I first began the research on the justification for replacing the generator at the new facility as it related to the equipment presently being utilized at the Rocky Butte Shops, I found by investigation, various prices for the 350 Kilowatt generator and the 500 KW generators. They are shown on the attachment. It will be noted that the 85 KW generator which they presently have at location, has a value new of approximately $20,000. Earlier the County attempted to have the electrical engineer indicate the code requirements at the new building. These were 114.5 KW or over the capability of the present equipment. The ancillary problem of furnishing power during an emergency for pumping and the jail were still to be reckoned with. I am attaching the original correspondence regarding that.

On September 18, Mr. Guiney furnished us with an additional resume' of the County's requirements in which he has separated the demands into code requirements, functional replacement requirements existing in the present facility, and the County's additional requirements. Gordon Ballard of our Bridge Section, advises me that, yes the code requirements are considerable at the new facility. It is difficult if not impossible, to determine how many air handling units, etc., are required by the code, but it is the best estimate of the electrical engineer that designed the facility, that they have met them. I contacted Dave Stewart, and he indicates that, yes code requires this amount of emergency generation to disperse any explosive atmosphere conditions existing in this type of building. The codes are interlocking. I read the Uniform Building Code; he indicated to me that the Uniform Building Code did not fully meet his responsibility. He

Form 734-3122

must also meet the National Electrical Code. Both of these were checked by Mr. Ballard, and it is our opinion, that the code requirements are not unreasonable as listed. The Occupational Safety and Health Administration also has some requirements.

Functional replacement is the best estimate of those things which are operated by the existing generator at Rocky Butte. It is obvious that the new facility utilizes considerable more power demand for functional replacement. The County is utilizing additional demand by further extending their equipment usage and taking care of their solar system.

Mr. Tom Guiney's letter and data are attached.

JBB:jh
attach.

bc: F. B. Klaboe✓
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

September 14, 1982

David M. Trachtenberg
Attorney at Law
Suite 800
610 S. W. Alder
Portland, Oregon 97205

Re: Multnomah County Maintenance and Operation Facility
- Phase III. OSHD Contract 9188

Dear Mr. Trachtenberg:

A copy of your letter May 25, 1982 to Jack Sollis, Assistant Attorney General, on the above referenced highway contract has been brought to my attention, together with a copy of Morrison Electric Company's claim against the Donald M. Drake Company, submitted to the Oregon State Highway Division with Mr. Douglas A. Grassman's letter of July 22, 1982.

As you probably know, Mr. Sollis is now recouperating from surgery and will be absent from the office for some time.

Whether or not Mr. Sollis answered your letter of May 25, 1982, the state does not waive defenses, if any, of lack of adequate notice of the claim or claims submitted or to be submitted on OSHD Contract No. 9188.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:mj

September 14, 1982

John B. Leahy
Multnomah County Counsel
Multnomah County Courthouse
Portland, Oregon 97204

Re: Multnomah County Maintenance and Operation Facility
- Phase III. OSHD Contract 9188

Dear John:

I forward herewith two copies of a claim submitted to the Donald M. Drake Company by Morrison Electric. Please forward one of the copies to your county engineering people. As you know, Morrison Electric Company's claim is the subject matter of their law action against the Donald M. Drake Company, No. A8205-02830. I forwarded you a copy of the complaint by my letter of June 14, 1982.

The state's resident engineer, Bob Shotwell, has been directed to instruct the Drake Company that claim as submitted is against the Donald Drake Company, not the State of Oregon. We will further instruct them that if Donald Drake has claims and submits them with supporting data under the terms of the contract, the claims will then be reviewed.

As you know, it is the state's position that any project costs, including these claims, not reimbursed by federal funds, is the responsibility of Multnomah County. In the event of litigation of these claims the state will look to Multnomah County for defense and for indemnification from any judgment against the state.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:mj
enclosure
cc: O. B. Jackmond
Al Harwood
Bob Shotwell

STATE OF OREGON

INTEROFFICE MEMO

TO: Al Harwood
Region 1 Engineer

DATE: September 1, 1982

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: MCOMF
Contract No. 9188

Returned herewith is a copy of Morrison Electric Company's claim against Drake.

Please have Project Manager Shotwell respond to Drake's letter of July 22, 1982 requesting a Claim Board meeting. Drake should be informed that a Claim Board meeting is not appropriate and will not be scheduled. Drake should also be informed that the claim booklet transmitted is apparently a series of claims against Drake by a subcontractor and that we are unable to discern what claims or portions of claims, if any, Drake is asserting against the State. Further, Drake should be advised that any claims under this contract must be filed in accord with the provisions of the contract, particularly Sections 109.05 and 109.15 of the Standard Specifications. Upon receipt of a properly submitted claim containing sufficient data to permit evaluation, an evaluation and response will be provided.

A copy of the claim booklet has been provided to the Multnomah County Attorney.

OBJ:cb

Enc.

Contains Recycled Materials

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

CL-82-162

August 30, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9188

Atlas Heating, Inc.
9348 S.E. Stark Street
Portland, OR 97216

Attention: Richard R. Nalum

Gentlemen or Ladies:

This will acknowledge your letter of August 19 stating that you have a claim for labor and materials in the amount of $5,793.60.

The claim states this is in reference to the Donald M. Drake Company Contract No. 9188 for the Multnomah County Maintenance and Operations Facility (Phase 3).

The Travelers Indemnity Company through Corroon and Black of Oregon furnished the bond on this contract. We will advise the surety and the contractor of the receipt of this claim. We note that you have filed it directly with the Secretary of State.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Donald M. Drake Company
1740 N.W. Flanders Street
Portland, OR 97209

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

NOTED ON
9-9-82 dmc

bc: Secretary of State - Please advise of your filing date and number of the attached claim on the enclosed copy of this letter. Claim was filed directly by Atlas Heating, Inc.

Air Conditioning • Heating • Ventilating • Sheet Metal
CONTRACTORS
SINCE 1946

ATLAS HEATING, INC.
255-3868
9348 S.E. STARK STREET PORTLAND, OREGON 97216

August 19, 1982

Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attn: Robert Gormsen

Notice hereby is given that the undersigned, Atlas Heating, Inc., has a claim for materials furnished, including but not limited to, sheet metal, and for labor performed by Atlas Heating, Inc., in the sum of Five Thousand Seven Hundred Ninety-Three Dollars and 60/100's($5,793.60) against the bond taken from Donald M. Drake Company(Principal) and Travelers Indemnity Company(Surety) for the work of constructing Multnomah County Maintenance and Operations Facility (Phase 3, Contract No. 9188) at 1620 SE 190th, in Portland, Oregon.

Atlas Heating, Inc.

By: Richard R. Nalum, Secretary

Copy: Secretary of State
Norma Paulus
Public Records Section
Capital Building
Salem, Oregon 97310

CERTIFIED
P 266 127 808
MAIL

RECEIVED
AUG 20 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CON

August 24, 1982

Donald M. Drake Company
1740 NW Flanders Street
Portland, OR 97209

Contract Claim
Multnomah County Maintenance and
Operations Facility, Phase III
Contract No. 9188

Your claim regarding furnishing and installing storm water sumps and pumps in the north entrance ramps has been reviewed again. Recommendations for settlement of this claim have been received from the Claims Review Board.

Storm water pumps were identified on the original plan sheets. It was your responsibility to include this work in your bid. Your claim for return of the credit withheld by the State for the estimated cost of the contract pumps is denied. Payment will be made, however, for the cost of furnishing and installing the revised pumps.

However, the wording of the August 29, 1980 Revision Letter did raise some doubt on whose responsibility it was to furnish and install the storm water sumps. Therefore, if agreed to by Multnomah County, payment will be made for this work.

Upon receipt of this letter and upon the concurrence of Multnomah County, the Project Manager is authorized to issue a price agreement providing payment for both the sump work and the additional piping. Acceptance of such payment shall settle all claims for the storm water sump and piping work.

H. S. Coulter, P.E.
State Highway Engineer

JS:ja st

bc Robert N. Bothman
D. H. Moehring
George Stillman, Multnomah County
Jack Sollis
O. B. Jackmond
Al Harwood
Bob Shotwell

files

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the contract listed below and report this action for your official records:

1) On July 1, 1982, approved a personal service contract with Woodward-Clyde for a settlement problem at the Multnomah County Operations and Maintenance Facility. Cost Phase I: $1,950 and Phase II $850. Begin: July 12, 1982, to August 15, 1982. (Authorized J. B. Boyd to sign contract) File 46993-A.

MISC. CONTRACTS &
AGREEMENTS No.

Tom Walsh
Tom Walsh, Vice Chairman
Oregon Transportation Commission

Dated this 30 day of July, 1982

APPROVED
for STATE HIGHWAY ENGINEER
Date 7-23-52

NOTED
FRAN NEAVOLL

CL-82-135

files

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 16, 1982

IN REPLY REFER TO FILE NO.:

CON 5
#9188

A-Line Equipment Co.
P. O. Box 02001
Portland, OR 97202

Attention: Lou Goldhammer, President

Gentlemen:

This will acknowledge your Notice of Claim received in this office on June 30, 1982, for labor and material furnished on Contract No. 9188 in the amount of $15,457.83.

The claim states this is in reference to the Donald M. Drake Company Contract No. 9188 for the Multnomah County Maintenance and Operations Facility (Phase 3).

As you know, Travelers Indemnity Company furnished the bond on this contract. We will advise them, their agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

8-24-82 dmc.

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Donald M. Drake Company
1740 N.W. Flanders Street
Portland, OR 97209

Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM

Tor Lyshaug
Operations and Maintenance Manager
1620 S.E. 190th
Portland, OR 97233

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Robert N. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Subject: Multnomah County Maintenance and Operations Facility Contract No. 9188 FAP No. 1-205-7(75)312, Subcontract No. 1404759

Notice is hereby given that the undersigned, A-Line Equipment Company, has a claim for labor and material furnished on the above-named project. Under our contract, our work on this project consisted of furnishing and installing automotive lifts and paint booths (less electrical). Billings are from March 31, 1981 through December 9, 1981. An unpaid balance remains due and owing in the amount of $15,457.83 against the bond taken from Travelers Indemnity Company for the work on the project.

A-LINE EQUIPMENT COMPANY

By: Lou N. Goldhammer
Lou N. Goldhammer, President

A-LINE EQUIPMENT CO.
P.O. BOX 02001 / 3030 S.E. TENTH AVENUE
PORTLAND, OREGON 97202 / (503) 233-546

CERTIFIED MAIL
RETURN RECEIPT REQUEST
CERTIFIED
No.
MAIL

RECEIVED
JUN 3 0 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7188

ROW 12

L

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 2, 1982

In Reply Refer to
File No.

Woodward-Clyde Consultants
2722 Adeline Street
P.O. Box 24075
Oakland, California 94623-2487

Attention: Ed Margason, Associate

RE: Proposal 82-P-2199
June 2, 1982
Settlement Problem
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

NOTE
E. S. HUNTER

Gentlemen:

I am returning an executed Personal and Professional Service Contract (Non-Pers). The contract has been fully executed except for your signature. If you agree with the contract as written, which contains the proposal you sent to us on June 2, please execute in the name of Woodward-Clyde and return one copy to me. Upon your execution you are authorized to proceed with the work under the proposal.

It would be my thought as we discussed, that the report should be tendered to us prior to your vacation and in all probability you will be asked to make a trip to Portland to discuss the solutions or the report with Multnomah County the first or second week of August. Mr. Tor Lyshaug has viewed the proposal and is in agreement with it as it has been written. We will be looking forward to receiving the report and the continuing progress that we are making toward a final conclusion to the Shops Project.

Very truly yours,

Bruce

J. B. Boyd, PE, PLS
Right of Way Manager

JBB:jh
enc.
cc: Tom Walsh w/attach.
Bob Gormsen w/attach.
H. S. Coulter w/attach.
E. S. Hunter w/attach.
Tuck Wilson w/attach.
Rena Cusma w/attach.
Tor Lyshaug w/attach.
Ed Hardt w/attach.
Bob Shotwell w/attach.

RECEIVED
TECHNICAL SERVICES
JUL 6 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ret | File

Form 734-3122

June 14, 1982

D. B. Jackmond
Contract Administration Engineer
Executive House
Salem, Oregon 97310

Re: Multnomah County Maintenance and Operations Facility
-- Phase Three. OSHD Contract 31[illegible]

Dear Bryant:

I forward herewith a copy of a notice letter from Kobin & Meyer, together with a copy of the complaint in Morrison Electric Co. v. Donald [illegible]. Drake. As you will see, Morrison is suing Drake for claims totaling $1,000,000. It is possible that the state will be named as a third party defendant in this proceeding. I am forwarding copies of Kobin & Meyer's letter and the complaint to John Leahy on behalf of Multnomah County.

Sincerely,

Leslie B. Hampton
Assistant Chief Trial Counsel

LBH:rj
enclosure
cc: Al Harwood
Bob Shotwell

9128

June 14, 1982

John Leahy
Multnomah County Counsel
Multnomah County Courthouse
Portland, Oregon 97204

Re: Multnomah County Maintenance and Operations Facility
-- Phase Three, OSHD Contract 9128

Dear John:

I forward herewith a notice letter and a copy of a complaint in State ex rel Morrison Electric Co. v. Donald M. Drake Company, et al. As you will see, plaintiff subcontractor represented by Allen & Yazbeck has sued the general contractor for approximately $1,000,000 for disputes arising from the construction of the above referenced facility.

Allen & Yazbeck and Kobin & Meyer probably deserve each other. However, it is possible that the state will be named as a third party defendant in this litigation. In that event, we will be looking to Multnomah County for a defense and for indemnification from any judgment against the state. Let us hope that the parties fight it out without involving the state or the county.

Sincerely,

Leslie M. Swanton
Assistant Chief Trial Counsel

LMS:mj
cc: C. B. Jackmond
Al Harwood
Bob Shotwell

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
ROBERT O'BRIEN
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
(1903-1981)

RECEIVED
[illegible] 1982
LEGAL

May 25, 1982

CERTIFIED MAIL -
RETURN RECEIPT REQUESTED

Mr. Jack Sollis
Attorney General's Office
State of Oregon
100 State Office Building
Salem, OR 97310

RE: Multnomah County Maintenance and Operations Facility -- Phase Three. OSHD Contract #9188

Dear Jack:

As you know, our office represents the Donald M. Drake Company, prime contractor to the Oregon State Highway Division on the above-captioned project.

Our client has just recently been served with summons and complaint in an action brought by Morrison Electric Company. Enclosed is a copy of those pleadings. I am sending these to you as attorney for the Highway Department.

The purpose of this letter is to advise the Highway Department and its legal counsel pursuant to the terms of the prime contract and to reserve rights relative to such claims under the contract.

I would request that if you do not believe that this letter and the enclosed pleadings constitute sufficient notice under the terms of the prime contract or if you believe that notice should be given to additional parties under the terms of the prime contract that you notify us immediately and advise us as to the form of any additional notice and the persons upon whom any additional notice should be served, if required. If we do not have a response as indicated we will assume all conditions of the contract have been met in this letter and its enclosure.

Very truly yours,

KOBIN & MEYER, P.C.

David R. Trachtenberg

CC: HWY
6/4/82

NBK/DRT

MAY 10 1982
RECEIVED

MAY 7 3 48 PM '82

DONALD M. DRAKE COMPANY
PORTLAND, OREGON

In the CIRCUIT Court of the State of Oregon

for the County of MULTNOMAH

STATE OF OREGON ex rel MORRISON ELECTRIC COMPANY, an Oregon corporation,

Plaintiff

vs.

DONALD M. DRAKE COMPANY, an Oregon corporation; PETERSON ASSOCIATED ENGINEERS, INC., an Oregon corporation; ZIMMER GUNSUL FRASCA PARTNERSHIP; and TRAVELERS INDEMNITY COMPANY, a Connecticut corporation,

Defendants

A8205-02830

A8205-02830

No.

SUMMONS

To Donald M. Drake Company, an Oregon corporation
Franklin G. Drake, Registered Agent
1740 NW Flanders Street
Portland, Oregon 97209

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

F. GORDON ALLEN

SIGNATURE OF OREGON RESIDENT ATTORNEY

F. GORDON ALLEN #77010

TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Multnomah } *ss.*

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

G.A.Y. for F.G.A.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

ATTORNEY(S) FOR PLAINTIFF(S)

ALLEN & YAZBECK
ATTORNEYS FOR PLAINTIFF
735 S. W. First Avenue, 3rd Floor
Portland, Oregon 97204
Telephone (503) 224-2147

A TRUE COPY

Of attorneys for plaintiff

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

STATE OF OREGON ex rel
MORRISON ELECTRIC COMPANY,
an Oregon corporation,

Plaintiff,

vs.

DONALD M. DRAKE COMPANY,
an Oregon corporation;
PETERSON ASSOCIATED
ENGINEERS, INC., an Oregon
corporation; ZIMMER GUNSUL
FRASCA PARTNERSHIP; and
TRAVELERS INDEMNITY COMPANY,
a Connecticut corporation,

Defendants.

No. A8205-02830

COMPLAINT FOR BREACH
OF CONTRACT, NEGLIGENCE,
ACTION ON CONTRACTOR'S
BOND, AND TORTIOUS
INTERFERENCE WITH CONTRACT

For its FIRST CLAIM FOR RELIEF against defendant Donald M. Drake Company (hereinafter "Drake") for breach of contract and against defendant Travelers Indemnity Company (hereinafter "Travelers") on its payment and performance bond, plaintiff alleges:

COUNT ONE

I.

On or about September 25, 1980, plaintiff and Drake entered into a subcontract agreement for electrical work on the Multnomah County Maintenance and Operations Facility (Phase 3). A copy of the subcontract is attached hereto as Exhibit A, pages 1-7.

II.

Defendant Drake is the principal and defendant

Travelers is the surety on a payment and performance bond posted pursuant to ORS Chapter 279.

III.

~~Plaintiff has performed its obligations under the subcontract (Exhibit A).~~ incomplete

IV.

Defendant Drake has breached the subcontract in the following particulars:

1. Drake has failed and refused to pay for contract and change order work in a timely manner;

2. Drake has failed to pay retention when due;

3. Drake abbreviated the time provided to Morrison in the subcontract to perform its work thereby making it necessary for Morrison to incur increased costs for acceleration, increased crew size, over-time labor and evening shift labor;

4. Drake has anticipatorily repudiated the subcontract by wrongfully threatening assessment of liquidated damages.;

5. Drake failed adequately to coordinate and sequence plaintiff's work with other subcontractors.

6. Drake failed to provide plaintiff with reasonably unobstructed access to work areas.;

7. Drake failed to provide reasonably accurate and detailed drawings, plans and specifications;

8. During the course of plaintiff's work, Drake made excessive changes and corrections to plans, drawings, specifications and equipment to be installed thereby disrupting

the sequence, timing, and efficiency of plaintiff's work and increasing plaintiff's costs;

9. Drake failed to respond within a reasonable time to request for information and clarification regarding plans, drawings, specifications, and regarding the sequence, timing and coordination of work;

10. Drake failed to process change order requests within a reasonable time so that work could be performed in the sequence and for the price contemplated when the change order request was submitted;

11. Drake failed to accomplish work preceding Morrison's work and furnish equipment necessary to Morrison's work in a timely manner to enable Morrison to perform its work;

12. Drake changed the contract time period causing work to be performed under a new and more costly union contract;

13. Drake increased the cost of plaintiff's work by permitting the owner to occupy space before plaintiff had completed its work and before plaintiff had been given the time to which it was entitled under its subcontract to perform its work.

14. Drake's failures described above required plaintiff to incur costs for overhead and supervision in excess of costs reasonably anticipated at the time the subcontract was executed.

V.

Plaintiff has been damaged in the amount of

$271,092.74, additional costs reasonably required as a result of the above breaches of contract and compensation due and owing under the contract for work performed.

VI.

On or about January 21, 1982, plaintiff delivered a notice of claim in the form required by ORS 279.528 to the Oregon State Department of Transportation.

VII.

Pursuant to ORS 743.114 plaintiff is entitled to its reasonable attorney fees from Travelers.

COUNT TWO

VIII.

Plaintiff realleges paragraphs I - VII of Count One.

IX.

The breaches of contract stated above rendered plaintiff's performance of its subcontract substantially changed from what was contemplated at the time the subcontract was executed and substantially more onerous.

X.

The additional costs resulting from the above breaches cannot be reasonably apportioned to particular details, aspects, or parts of plaintiff's performance because the cumulative effect of the breaches was to substantially change plaintiff's work.

///

XI.

The reasonable value of plaintiff's work is $948,762.04 of which plaintiff has been paid $677,669.30, leaving a balance due and owing of $271,092.74.

For its SECOND CLAIM FOR RELIEF, against defendant Drake only, plaintiff alleges:

XII.

Plaintiff realleges paragraphs I-IV.

XIII.

As a result of the failures to pay coupled with the additional costs, plaintiff has been rendered financially unable to finance or to provide bonding as required to perform work available of the type, nature, and location as the work which plaintiff has performed over the last three years. As a result of this inability to work, plaintiff has been damaged in the amount of $250,000 in lost profits.

For its THIRD CLAIM FOR RELIEF against defendants Peterson Associated Engineers, Inc., (hereinafter "Peterson") and Zimmer Gunsul Frasca Partnership (hereinafter "Zimmer"), plaintiff alleges:

XIV.

Zimmer and Peterson were respectively architect and engineer for the Multnomah County Maintenance Facility (Phase 3).

///

XV.

Zimmer and Peterson were responsible for preparing the plans, drawings, and specifications from which plaintiff worked, for processing plaintiff's change orders and requests for information, and for inspecting and approving plaintiff's work. Zimmer and Peterson were at all times aware that their performance of these responsibilities had a direct impact on plaintiff's work and that plaintiff had a bid and offered to perform the work in reliance on Zimmer's and Peterson's diligence and competence in performing these responsibilites.

XVI.

Zimmer and Peterson owed to plaintiff a duty of due care.

XVII.

Zimmer and Peterson breached their duties of care by:

1. Negligently preparing plans, drawings, and specifications so that they were grossly inaccurate and defective;

2. Negligently failing to process plaintiff's change orders and requests for information in a timely manner;

XVIII.

Plaintiff was damaged as follows:

1. The inaccurate plans greatly increased plaintiff's costs to perform the work;

2. The failure to process change orders and information requests in a timely manner prevented plaintiff from

performing that work in the sequence and for the costs, contemplated at the time the change order was submitted.

XIX.

As a result of the above negligence; plaintiff has damages in the amount of $179,000, additional costs to perform the work.

For its FOURTH CLAIM FOR RELIEF against defendant Peterson only, plaintiff alleges:

XX.

Peterson was the engineer for the Multnomah County Maintenance Facility (Phase 3). As such it had responsibility for inspecting and approving plaintiff's electrical work.

XXI.

Up until the end of the job, Peterson exercised that responsibility in the manner customary in the industry by approving and accepting work which complied with the specifications or which deviated from the specifications only in minor and insubstantial ways not affecting the safety, value, durability, performance, or appearance of the work.

XXII.

Because of disputes between plaintiff and Peterson on unrelated matters, at the conclusion of the job, Peterson intentionally, maliciously, and capriciously went back through all the work previously approved and recommended to the owner and to Drake that Morrison be required to make corrections at great additional cost to the above-described work with minor and insubstantial variations from specifications.

XXIII.

As a foreseeable and intended result of this action, a lengthy dispute developed between plaintiff, Drake, and the owner over the compliance of plaintiff's work with specifications. As a further intended and foreseeable result of their actions, all of the payments due to plaintiff were withheld pending resolution of the dispute, and plaintiff was required to redo work at substantial additional cost.

XXIV.

Plaintiff has been damaged in the amount of $100,000.

XXV.

Plaintiff requests $200,000 in exemplary damages.

WHEREFORE, plaintiff prays for judgment as follows:

1. On its FIRST CLAIM FOR RELIEF against defendants Drake and Travelers for damages in the amount of $271,092.74 together with interest, costs, and reasonable attorneys fees;

2. On its SECOND CLAIM FOR RELIEF against defendant Drake for $250,000 in damages together with interest, costs, and fees;

3. On its THIRD CLAIM FOR RELIEF against defendants Zimmer and Peterson, for damages in the amount of $179,000 together with interest, costs, and fees; and

4. On its FOURTH CLAIM FOR RELIEF against defendant

Peterson for damages in the amount of $100,000 in general damages and $200,000 in punitive damages.

ALLEN & YAZBECK

F. GORDON ALLEN

F. GORDON ALLEN, OSB# 77010
Of Attorneys for Plaintiff

CONTRACTORS — DEVELOPERS

General Contractors

SUBCONTRACT

THIS IS A CONTRACT between DONALD M. DRAKE COMPANY, an Oregon Corporation, hereinafter called the Contractor, and MORRISON ELECTRIC COMPANY (an individual, a corporation, a partnership or joint venture) hereinafter called the Subcontractor, made this 25th day of September, 1980.

1. Definitions and References:

Architect or Engineer: Oregon State Highway Division

Contract between Owner and Contractor No. 9188 - General Construction - Multnomah, XXXXX County Maintenance & Operations Facility (Phase 3), Multnomah County, Oregon.

(hereinafter called "Owner"), Dated September 25, 1980, for construction of Multnomah County Maintenance & Operations Facility (Phase 3)

Project Location Multnomah County, Oregon

Contract Amount See "Scope of Work"

Dollars

($) subject to changes as set forth in Paragraph 4.

2. The work to be done and the materials to be furnished by Subcontractor under this Contract consist of furnishing all labor, material, appliances, equipment, plant, insurance, taxes and/or services of every kind and nature for the complete performance of the following sections of the General Contract as set forth on the following page(s) under "Scope of Work," to the satisfaction of Contractor and the Owner, all in accordance with the Contract Documents listed on the attached sheets, or in the Contract between Owner and Contractor, which are by this reference incorporated herein and made a part hereof:

Subcontract No. 140 - 4722

Notwithstanding any provisions to the contrary, it is mutually agreed that the quantity of work may be adjusted upward or downward without change in unit price, and payment quantity shall be the same as that measured by the Owner's engineer for the payment of the contract.

With reference to paragraph 5K, outline of minimum insurance requirement is listed on the insert page.

With reference to paragraph 7(c), the words "AGC" and "Associated General Contractors of America" are deleted and the word "Contractor" is substituted.

It is mutually agreed that all statutes, reservations, regulations an requirements in connection with Federal Aid participation are made a part of this subcontract, along with the Portland Area Affirmative Action Plan.

Each Subcontractor shall atempt to make contact with potential minority business enterprise Subcontractors to affirmatively solicit their interest, capability, and prices for performing part of the work and shall document the results of such contacts.

Subcontractor agrees to be bound by and comply with the provisions contained in Federal Aid Requirement Contract Provisions Form PR-1273 revised September, 1975, of which a copy is enclosed, and is part of this agreement by reference. As to each of the provisions, shall include and apply to Subcontractors and Suppliers.

Both trades to this agreement recognize that coordination of the work for the convenience of all trades is a prime consideration; therefore, this Subcontractor shall determine suitable unloading and storage areas by agreement with the Contractor's superintendent and shall supervise, direct and perform the unloading and installation of all its materials to least inconvenience all trades and not impede the orderly progress of the work.

Space is limited and employee parking shall be mutually arranged with the Project Superintendent.

Subcontractor is responsible for clean-up and removal of all its rubbish and debris caused by subcontractors operations and employees; and, if subcontractor fails in this after due notice, the Contractor will proceed with this work and charge the cost to Subcontractors account. Supplement "A", attached, is made a part of this Agreement.

Because of the critical time period allowed for this project the Subcontractor's attention is directed to paragraph 5B, Work Completion and Cooperation, wherein the subcontractor will be responsible for the performance of his work within the Construction Schedule.

It is the Subcontractor's responsibilty to make timely notification to the Contractor of all details relative to its work which affect other subcontractors' work and to request from and/or submit these details to the Contractor within sufficient time to allow the other suppliers or subcontractors to perform their work within the Construction Schedule, and so not to impede the orderly progress of this Subcontractor's work.

Notwithstanding any provisions to the contrary, it is mutually agreed that the quantity of work may be adjusted upward or downward without change in unit price, and payment quantity shall be the same as that measured by the Owner's engineer for the payment of the contract.

With reference to paragraph 5K, outline of minimum insurance requirement is listed on the insert page.

With reference to paragraph 7(c), the words "AGC" and "Associated General Contractors of America" are deleted and the word "Contractor" is substituted.

It is mutually agreed that all statutes, reservations, regulations an requirements in connection with Federal Aid participation are made a part of this subcontract, along with the Portland Area Affirmative Action Plan.

Each Subcontractor shall atempt to make contact with potential minority business enterprise Subcontractors to affirmatively solicit their interest, capability, and prices for performing part of the work and shall document the results of such contacts.

Subcontractor agrees to be bound by and comply with the provisions contained in Federal Aid Requirement Contract Provisions Form PR-1273 revised September, 1975, of which a copy is enclosed, and is part of this agreement by reference. As to each of the provisions, shall include and apply to Subcontractors and Suppliers.

Both trades to this agreement recognize that coordination of the work for the convenience of all trades is a prime consideration; therefore, this Subcontractor shall determine suitable unloading and storage areas by agreement with the Contractor's superintendent and shall supervise, direct and perform the unloading and installation of all its materials to least inconvenience all trades and not impede the orderly progress of the work.

Space is limited and employee parking shall be mutually arranged with the Project Superintendent.

Subcontractor is responsible for clean-up and removal of all its rubbish and debris caused by subcontractors operations and employees; and, if subcontractor fails in this after due notice, the Contractor will proceed with this work and charge the cost to Subcontractors account. Supplement "A", attached, is made a part of this Agreement.

Because of the critical time period allowed for this project the Subcontractor's attention is directed to paragraph 5B, Work Completion and Cooperation, wherein the subcontractor will be responsible for the performance of his work within the Construction Schedule.

It is the Subcontractor's responsibilty to make timely notification to the Contractor of all details relative to its work which affect other subcontractors' work and to request from and/or submit these details to the Contractor within sufficient time to allow the other suppliers or subcontractors to perform their work within the Construction Schedule, and so not to impede the orderly progress of this Subcontractor's work.

[illegible] ect or Engineer all of which [illegible] een Contractor and Owner and are referred to herein as Contract Documents. These Contract Documents are signed by the parties thereto or are identified by the Architect or Engineer and so f[illegible] as applicable to this ubcontract they are hereby made a part of it, an[illegible] ubcontractor is bound o them and assumes to Contractor the obligatio[illegible] in them, express and [illegible]ed, which Contractor has toward Owner, and Contractor has against [illegible]tractor all rights therein, express and implied, which Owner has [illegible] Contractor, provided, however, that if any items of material, labor [illegible]vices are set out in Paragraph 2 hereof and are not mentioned in the ontract Documents, or if any work similar to that covered by this Conract is set forth in the Contract Documents and is not mentioned in Pararaph 2 hereof, Subcontractor shall nevertheless be bound to furnish such aterial and perform such labor or services. In all other respects, if any rovision of this Contract conflicts with the plans and specifications or any ther provision of the Contract Documents, this Contract shall govern. If ny part of the work provided for in this Contract, or if any work similar o that covered by this Contract, is indicated in the drawings but not called or in the specifications, or vice versa, it shall be deemed a part of this ontract as if both indicated on the drawings and specified.

4. Contractor agrees to pay Subcontractor for the performance of his greements herein the sum stated on page one, subject to deductions and dditions for changes agreed upon, and to make payments on account ereof in accordance with Paragraph 6 hereof. All taxes (including, but ot limited to, occupational, privilege, license, excise, gross income, gross eceipts, payroll, documentary, sales or use taxes, or other taxes, licenses, r fees) and any and all sums required to be paid by Subcontractor by law, greement or otherwise, that may be effective or applicable to this Subontract, or any portion thereof, shall be paid by Subcontractor (who grees to indemnify and hold harmless Contractor from the same) and ot be charged against Contractor. All such taxes and other sums shall be eemed to be included in the sum payable by Contractor to Subcontractor s specified herein, and any such taxes and other sums that are collectible r payable by Subcontractor based upon work performed hereunder shall e listed separately in Subcontractor's progress billings under Paragraph (f) hereof.

5. Subcontractor shall:

(a) PERMITS AND REGULATIONS. Apply for and obtain, at his wn cost and expense, all licenses and permits required for the work covred by this Subcontract and comply in every respect with all federal and tate laws and municipal codes, ordinances, and regulations relating to id work.

(b) WORK COMPLETION AND COOPERATION: Proceed with his ortion or portions of the work in such order as Contractor may direct. e shall cooperate with Contractor and all other Subcontractors in order o avoid any conflict and insure first class workmanship on the whole f Contractor's work. Subcontractor shall perform his work so that Conractor shall not be delayed in the completion of the entire project as reuired by the Contract with Owner.

Subcontractor shall start and complete work under this Subcontract n accordance with Progress Schedule prepared by Contractor. Should ubcontractor, for any reason, during the course of the job not be able to eet the schedules set out by Contractor, written notice and reason for on-compliance must be given immediately to Contractor.

If Subcontractor delays in performance of his work to the extent that [illegible]ctor suffers liquidated or actual damages, Subcontractor shall be [illegible]d its proportionate share of such damages, even though notice of aid delay may have been given as stated above.

It is understood that Contractor does not assure Subcontractor either hat Subcontractor shall be able to commence, prosecute or complete the ork at the time stated, or that the work of the entire project shall be ompleted at the date stated in the Contract.

(c) DELAYS AND EXTENSIONS OF TIME: EXTRA COSTS: Should ubcontractor be obstructed or delayed in the prosecution or completion f the work by the act, neglect, delay or default of Contractor, the Archiect or Engineer or Owner, or by any damage which may happen by fire, ightning, earthquake or cyclone, or strikes or lockouts in the trade beyond he control of Subcontractor, then the time herein fixed for the completion f the work shall be extended for a period equivalent to the time lost by eason of any or all of the causes aforesaid; but no such extension shall e allowed unless a claim therefor is presented in writing to Contractor ithin forty-eight (48) hours of the occurrence of each such delay. No harge shall be made by Subcontractor for storage of materials, tools and quipment on the work, and no payment or compensation of any kind shall e made to Subcontractor for damages sustained by him because of hinrances or delays occurring prior to or at any time during the progress f the work from any cause whatever, unless the cause is due to changes y the owner and/or architect and the general contract provides for a rice adjustment, in which event Subcontractor shall participate to the xtent of Subcontractor's interest therein, if any, and to that extent only.

All requests for extensions of time (other than extensions under the oregoing paragraph) and extras (other than additional work under Paraaph 7(i) below), shall be submitted to Contractor at times and in the [illegible]er provided in the Contract Documents, for similar requests by Con[illegible] upon Owner, but notice of claims for such extra costs shall be sub[illegible] in writing prior to the commencement of any work in which such xtra cost is incurred.

(d) GUARANTEES: Use only materials, labor and workmanship which re of good quality, satisfactory to Contractor and conform to the requireents of the drawings and specifications, and be responsible for all warranties and guarantees implied from or expressed in the Contract Docuents so far as they pertain to Subcontractor's work.

Subcontractor shall repair and make good without cost to and at the onvenience of Owner and Contractor any damage to or fault or failure of he construction or the work herein contracted to be performed or defecive materials, plant or equipment furnished by Subcontractor hereunder hich may occur or be discovered within one year (or such other period s may be required by the Contract Documents or stipulated therein) after inal payment of the completed work as provided herein which results from mproper or defective construction or work done or materials, plant or quipment furnished by Subcontractor, the same to be certified by the rchitect or Engineer to be the result of one or more of these causes.

(e) SAMPLES AND SHOP DRAWINGS: Furnish for the approval of [illegible]chitect or Engineer and/or Owner all such detailed drawings and/or [illegible]s as may be required by Contractor and furnish all workmanship [illegible]aterials in strict accordance with said approved samples.

(f) PROGRESS BILLINGS: Advise Contractor of the nature and alue of Subcontractor's work completed during any month by the 25th ay of that month and shall include therein all work done or to be done o the last day of the month.

(g) PAYMENT FOR LABOR AND SUPPLIES. Promptly make payment to all persons supplying Subcontractor with labor, materials and supplies for the prosecution of the work or in connection therewith. Any such [illegible] claims of any [illegible] hereof, and bear all expenses entailed in investigating, resisting or settling any such claims or liens and pay Contractor reasonable attorney's fees incurred by it in connec[illegible] with any such claims or liens. If at any time there should be evidence [illegible] claim or lien for which, if established, Contractor or the premises [illegible] become liable, Contractor shall have the right to retain out of any money then due or thereafter to become due to Subcontractor under this Contract an amount sufficient completely to indemnify it against any such lien or claim. If following completion of this Contract and final payment of the contract price, any such lien or claim shall appear, Subcontractor will completely indemnify Contractor or Owner against any loss or damage which may be suffered by reason thereof.

(i) INDEMNITY: Pay, defend, indemnify, and save Contractor harmless from all claims, suits, actions and other proceedings (including costs, expenses and reasonable attorney fees incurred by Contractor or others in defending the same and all costs and expenses, including overhead and lost profit incurred by Contractor as a result of such claims, suits, actions or other proceeding or as a result of any delays in the prosecution of the work caused thereby) of any character, nature or description made or brought for or on account of any injury, death, damage (physical or otherwise), or the violation of any federal, state, municipal law or ordinance and any rules or regulations issued under any of the foregoing, allegedly or actually received, incurred, suffered, or sustained by any person, persons, firm, property, partnership, corporation or governmental entity, caused by or allegedly caused by or arising from any act or omission of Subcontractor, his suppliers, agents, subcontractors, and/or employees in or in any way connected with the performance of this Subcontract. Subcontractor shall indemnify Contractor from, and pay all costs, expenses and reasonable attorney fees incurred by Contractor in any dispute with, or claim of Subcontractor, arising from or related to this Subcontract, where Subcontractor does not prevail in any portion of such dispute or claim. Contractor may retain so much of the money due Subcontractor at any time as Contractor shall consider necessary until such suits, actions, disputes, proceedings, claims, costs and/or expenses, reasonable attorney fees and claims of Contractor against Subcontractor, if any, have been paid or settled. Further, in the case of any dispute between the Subcontractor and the Contractor, the Subcontractor shall be bound to Contractor to the same extent that Contractor is bound to the Owner by the terms of the general contract and by any and all decisions or determinations made thereunder. Any such sums so retained by Contractor shall not bear interest thereon in favor of Subcontractor.

(j) PROTECT WORK: Effectually secure and protect its work, material and equipment, and bear and be liable for all loss or damage of any kind which may happen to the work at any time prior to the final completion and acceptance thereof, and Contractor will not in any manner be answerable or responsible for any loss or damage that shall happen to the work of Subcontractor or any part thereof, or for any material, equipment or other things that may be employed therein or placed upon the grounds by Subcontractor, the latter being responsible therefor until the work has been fully completed and approved by Contractor and accepted by the Architect or Engineer and by Owner.

Protect Owner's, Contractor's and adjoining properties from any and all injury arising in connection with the performance of work under this Subcontract. Subcontractor shall make good any damage or injury so occurring, without any expense whatsoever to Contractor or Owner.

(k) LIABILITY AND COMPENSATION INSURANCE: Maintain at Subcontractor's expense during all operations hereunder adequate Workmen's Compensation Insurance or Employer's Liability Insurance in accordance with the laws of the state in which the work is being performed. He shall also maintain adequate Public Liability and Property Damage Insurance protecting Contractor and Subcontractor from all liability relating to all work hereunder, and shall furnish Contractor with certificate of such coverage from the insurance companies, and said insurance shall be in amounts, and with companies and provided by policies approved by Contractor.

(l) TEMPORARY OFFICES, REMOVAL OF RUBBISH, ETC.: Furnish all temporary offices, sheds and tool houses, equipment, power, water, temporary lights, hoisting, all scaffolding, ladders, decking, stagings, runways, etc., required in the execution of this Subcontract; and shall clear up and remove from the premises all debris caused under this Subcontract. Should Subcontractor fail to clean up and remove from the premises all debris made by this Subcontractor in the performance of this Subcontract, Contractor shall have the right to perform this work and back-charge same to the account of Subcontractor.

(m) CLAIMS: Be bound by any interpretation or construction of the Contract Documents or any decision on any claim arising out of the performance of the work (whether presented by Contractor on his own behalf or on behalf of Subcontractor) made by Owner, Architect or Engineer, other authorized individual, board or arbitration or any court or other tribunal which binds Contractor or to which Contractor is otherwise subject, and Subcontractor shall be subject thereto to the same extent as Contractor. Contractor shall be under no obligation to take or prosecute any appeal from any such interpretation or construction of the Contract Documents or from any such decision on any such claim, and in the event any appeal is taken or pursued, Contractor may abandon the same, at any stage and on any terms which it considers proper and desirable, and Subcontractor shall in all cases be fully bound by the results thereof. In connection with the foregoing, Subcontractor shall pay a proportionate share of the costs, expenses and attorney fees incident thereto.

Subcontractor agrees, with respect to any claim, to first exhaust all remedies available under the General Contract through Contractor, including remedies available for breach of contract, prior to instituting any separate legal action in any court and, in any event, the Subcontractor agrees to be bound to the Contractor to the same extent that the Contractor is bound to the Owner by the final decision of the parties or entities set forth above, whether or not Subcontractor is a party to such proceedings. In any such proceedings, Subcontractor agrees to furnish all documents, statements, witnesses and other information required by Contractor and to reimburse Contractor for all expenses and costs incurred in connection therewith, including reasonable attorney fees. It is expressly understood that any and all materials and services furnished, or agreed to be furnished by Subcontractor and as to any and all damages, whether direct or indirect, if any, incurred on the Contract project, Contractor shall be liable to Subcontractor in the same amount and to the same extent Owner is liable to Contractor, but never any greater amount or to any greater extent than the Owner is liable to the Contractor. If at any time any controversy, claim or dispute, should arise between the Contractor and Subcontractor with respect to any matter involved in the Subcontract or construction project which controversy is not controlled or determined by this paragraph (m), or other provisions of this Subcontract, then the decision of the Contractor with respect thereto shall be final and the Subcontractor shall be bound thereby. No dispute or claim shall interfere with the orderly progress of the work and Subcontractor shall proceed therewith as directed. Any unresolved controversy or dispute between the Contractor and the Subcon [illegible] of the Contractor be settled by arbitration in accord-as, at the option of the Contractor, Industry Arbitration Rules of the American ne with the Construction [illegible] under the procedures bitration Association or as the Contractor selection of Oregon and the tablished by the Uniform Arbitration Act of the [illegible] in the parties. The cision of either tribunal shall be final and conclusive arbitration to the American Arbitration Association ing of a demand for arbitration to the American Arbitration Association . the Contractor shall be grounds for dismissal of any legal proceedings lating to any claims, disputes or controversy provided such demand for bitration is made by Contractor within sixty (60) days of the commence-of any such legal proceedings

[illegible] ASSIGNMENTS Not sublet or assign this Subcontract or any due or payable or to become due or payable hereunder (whether sed upon work completed or otherwise) without the written consent of ontractor.

(o) FINAL ACCOUNTING. Present, at the time of final settlement, writing a full, detailed and itemized statement of his claims and ac-unts, whether claimed under this Contract or otherwise, and all mat-rs and facts not presented in such statement shall be considered waived Subcontractor and shall not be asserted or brought in issue at a later ite by Subcontractor.

(p) Furnish Contractor with a 100% performance and payment bond an amount equal to the Subcontract price. The bond shall be completed the form supplied by Contractor. Subcontractor shall not start work on is project until the bond has been delivered to Contractor. The bonds ust be with a company acceptable to Contractor, and are to be paid for xxxxxxxxx Contractor.

6. Contractor shall:

Pay Subcontractor, upon the basis of certificates issued by the rchitect or Engineer, the amount allowed to Contractor on account of ubcontractor's work to the extent of Subcontractor's interest therein, less retained percentage of 10%. All such payments shall be applied against e sum stated in Paragraph 1, and shall be paid within ten (10) days after ceipt by Contractor of payment from Owner. Retentions withheld under is Contract shall be paid to Subcontractor within ten (10) days after the rime Contract has been completely performed and approved and accepted y Owner and final payment from Owner has been received by Contractor, rovided that Subcontractor has filed with Contractor an affidavit, properly repared and executed, certifying that no unpaid claims exist for labor nd materials used on the project or other obligations incurred by Sub-ontractor in the performance of this agreement, together with a Lien aiver in the form attached hereto.

Whenever the same is required by Contractor, Subcontractor shall fur-ish substantiating vouchers in connection with all payments made under is Contract, and prior to any such payment furnish Contractor with a worn statement that all bills for labor, materials and Subcontractor's ubcontracts incurred in connection with the work for which payment is equested have been paid in full, or (when partial payments only have een made by Subcontractor thereon), all amounts then unpaid on the ame.

Further it is mutually agreed that if this Subcontractor is terminated or any other reason, Subcontractor will not be entitled to payment for any ork performed unless and until and only if and to the extent, Contractor as actually received such sums from Owner on account of Subcontractor.

7. Contractor and Subcontractor agree:

(a) ACCEPTANCE OF WORK: No payment hereunder by Contrac-or shall constitute or be considered evidence of acceptance of any im-roper work or materials or a waiver of improper performance.

[illegible] DEFAULT AND TERMINATION: Should Subcontractor at any [illegible] efuse or neglect to supply a sufficient number of properly skilled orkmen or sufficient materials of the proper quality or fail in any re-pect to prosecute the work with promptness and diligence, or fail in the erformance of any of the agreement herein contained, Contractor shall e at liberty to provide any such labor or materials and/or perform any uch agreements and to deduct the cost thereof from any money then due r thereafter to become due to Subcontractor under this Contract, which oney may be retained by Contractor as security for such cost. If the Con-ractor determines that Subcontractor is not performing any part of the ubcontract work properly, the Contractor may terminate the right of the ubcontractor to proceed with such part(s) of the work without terminat-ng the entire Subcontract. The Contractor may exercise such right upon iving 48 hours' written notice to Subcontractor, whereupon the Contractor nay, after the said 48 hour period, take whatever steps it may deem nec-essary to perform those parts of the work so terminated and the Contrac-or shall charge the cost thereof, together with all reasonable expenses, to ubcontractor.

If Subcontractor shall be adjudged bankrupt or if he shall make a eneral assignment for the benefit of his creditors or if a receiver shall e appointed because of his insolvency or if Subcontractor at any time hall refuse or neglect to supply a sufficiency of skilled workmen or of aterials of proper quality, or shall fail in any respect to prosecute the ork with promptness, or cause by any action the stoppage of or inter-erence with the work of other trades on this project, or shall fail in the erformance of any of the covenants herein ontained or become insolvent, Contractor, without prejudice to any other ight or remedy, at its option at any time after serving forty-eight (48) ours' written notice to that effect, mailed to Subcontractor's place of bus-[illegible] may terminate his Contract and enter into and take possession of remises and work, materials, tools, appliances and equipment and hrough itself or others provide labor, equipment and/or materials to rosecute the work on such terms and conditions as in the sole opinion of Contractor shall be deemed necessary and shall deduct the cost thereof rom any money then due or thereafter to become due to Subcontractor nder this Contract. If Contractor so terminates the employment of Sub-ontractor, Subcontractor shall not be entitled to any further payments nder this Contract until the work covered by this Contract has been com-pleted and accepted by the Architect or Engineer. In no event shall Sub-ontractor be entitled to more than the value of work executed and material xed in place at the time of such termination. If the sum of the total cost o Contractor of completing said work plus payments previously made to ubcontractor is greater than the contract price stated in Paragraph 1, ubcontractor shall pay the difference to Contractor on demand to he extent that it exceeds the amount of withheld sums.

(c) CONTRACT CANCELLATION; WORK SUSPENSION: If the ontract between Owner and Contractor is cancelled in whole or in part or any reason, this Subcontract may be cancelled by Contractor in whole r in part without liability for damages of any kind and Contractor shall [illegible] ble to Subcontractor only for the reasonable value of Subcontractor's [illegible] completed to the extent Contractor has received payment for said [illegible] from Owner. If the work under the Contract between Owner and Con-ractor is suspended in whole or in part for any reason, Contractor shall be iable to Subcontractor, if at all, for only the latter's costs (without lia-bility for damages of any kind) arising out of such suspension and only o the extent Contractor has received payment therefor from Owner.

(d) CHANGES IN WORK. No extra work, alteration or deviation from the Contract shall be performed or allowed without the prior written onsent of Contractor, and no obligation, express or implied, is assumed Contractor respecting any such work without such written consent

Subcontractor [illegible] AGC - AFL - CIO - Labor Agreements. Should th under existing [illegible] Associated General Contractors of America and the Building and Construc tion Trades Department, AFL-CIO, agree to a voluntary plan for th settlement of jurisd[illegible] disputes the provisions and procedures of ar such plan will become effective on the date of such agreement. (Copie of such Agreements and commitments are available upon request.) Th Subcontractor shall conform with such Agreements and commitments, an any extensions, supplements or amendments thereto.

(f) SUBCONTRACTOR'S STATUS. It is expressly understood an agreed that Subcontractor is in all respects an independent contractor an is not an agent or employee of Contractor. If the General Contract re quires the Subcontractor to be approved by the Owner or its designate representative, then this agreement is conditioned upon receipt by th Contractor of said approval.

(g) PRIOR OFFERS AND AGREEMENTS. This Contract constitute the entire agreement of the parties and it supersedes all prior offers pro posals and negotiations. Neither party is relying upon any statement o representation not expressly set forth herein. Any modification, change o addition to this Contract must be in writing and signed by Contractor an Subcontractor.

(h) CONTRACTOR'S RIGHT TO EXPEDITE. Procurement of al materials called for shall be started at once. If the materials herein calle for be not delivered promptly, thereby causing or threatening to caus delay in the general progress of the work, Contractor shall have the righ to investigate the cause of said delay and expedite all deliveries, and al expenses thus incurred by Contractor shall be charged to and paid by th said Subcontractor.

(i) ADDITIONAL WORK ON BASIS OF COST OF LABOR AN MATERIAL: Should Contractor, during the life of this Contract, requir Subcontractor to perform any additional work at the project upon th basis of the cost of labor and materials, Subcontractor agrees to and shal execute such extra work, upon receipt of written order therefor, in con formity with all provisions of this Contract and Contractor will pay Sul contractor therefor:

(1)—The actual net cost to Subcontractor of labor in accordance wit the established Union rates;

(2)—The actual cost to Subcontractor of all materials, less all saving discounts, drawbacks, etc.;

(3)—The premiums Subcontractor has to pay for liability and compen sation insurance on labor; said premiums to be based on th lowest rates obtainable in a company or companies acceptabl to Contractor. Subcontractor shall, if required, furnish Contracto with copies of said insurance policies;

(4)—State Taxes for Unemployment Insurance and Federal Soci Security Taxes;

(5)—An allowance of fifteen (15%) percent for overhead and prof on Items No. 1, No. 2, No. 3 and No. 4.

In the event that Subcontractor performs any additional work upo the basis of labor and materials as hereinbefore set forth, it agrees to an shall furnish each day to the representative of Contractor duplicate pay roll sheets, material tickets and slips for other miscellaneous charges re taining copy of each and securing the signature of Contractor's represen tative thereon; such signed slips shall accompany all bills and voucher presented with application for payment.

Should Subcontractor be permitted and/or required to sublet, on time and material basis, any portion or all of the labor and/or materi involved by such additional work, the total cost to Subcontractor of suc work (including overhead and profit of subcontractor of this Subcontracto shall be subject to the check and approval of Contractor. To said total co to Subcontractor, as approved by Contractor, shall be added the sum ten (10%) percent to cover Subcontractor's overhead and profit.

(j) This agreement shall bind the successors, assigns and person representatives of the parties hereto.

(k) NONDISCRIMINATION CLAUSES. During the performance this Contract, the Subcontractor agrees as follows:

(1) The Subcontractor will not discriminate against any employee applicant for employment because of race, creed, sex, age, color, or n tional origin. The Subcontractor will take affirmative action to ensure th applicants are employed, and that employees are treated during emplo ment, without regard to their race, creed, sex, age, color or nation origin. Such action shall include but not be limited to the following: em ployment, upgrading, demotion, or transfer; recruitment or recruitme advertising; layoff or termination; rates of pay or other forms of compe sation; and selection for training, including apprenticeship. The Subco tractor agrees to post in conspicuous places, available to employees ar applicants for employment, notices to be provided by the contracting of cer setting forth the provisions of this non-discrimination clause.

(2) The Subcontractor will, in all solicitations or advertisements f employees placed by or on behalf of the Subcontractor, state that all qu ified applicants will receive consideration for employment without regar to race, creed, sex, age, color, or national origin.

(3) The Subcontractor will send to each labor union or representati of workers with which he has a collective bargaining agreement or oth contract or understanding, a notice, to be provided by the agency co tracting officer, advising the labor union or workers' representative of t Subcontractor's commitments under Section 202 of Executive Order N 11246 of September 24, 1965, and shall post copies of the notice in co spicuous places available to employees and applicants for employment.

(4) The Subcontractor will comply with all provisions of Executi Order No. 11246 of September, 1965, and of the rules, regulations, a relevant orders of the Secretary of Labor.

(5) The Subcontractor will furnish all information and reports requir by Executive Order No. 11246 of September 24, 1965 and by the rules, reg lations, and orders of the Secretary of Labor, or pursuant thereto, and w permit access to his books, records, and accounts by the contracting agen and the Secretary of Labor for purposes of investigation to ascertain co pliance with such rules, regulations, and orders.

(6) In the event of the Subcontractor's noncompliance with the no discrimination clauses of this contract or with any of such rules, regu tions, or order, this contract may be cancelled, terminated or suspend in whole or in part and the Contractor may be declared ineligible for f ther Government contracts in accordance with procedures authorized Executive Order No. 11246 of September 24, 1965, and such other sanctio may be imposed and remedies involved as provided in Executive Order N 11246 of September 24, 1965, or by rule, regulation, or order of the Sec tary of Labor, or as otherwise provided by law.

(7) The Subcontractor will include the provisions of Paragraphs through (7) in every Subcontract or purchase order unless exempted rules, regulations, or orders of the Secretary of Labor issued pursuant Section 204 of Executive Order No. 11246 of September 24, 1965, so th such provisions will be binding upon each Subcontractor or vendor. T Subcontractor will take such action with respect to any Subcontract purchase order as the contracting agency may direct as a means of

[illegible] however, that, in the event the Contractor becomes involved in or is threat- ened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the Contractor may request the United States to enter into such litigation to protect [illegible]terests of the United States.

(l) SAFETY AND HEALTH ACT The Subcontractor shall comply in every respect with the Williams-Steiger Occupational Safety and Health Act of 1970, and all rules and regulations now or hereafter in effect under [illegible] Act, and the Subcontractor further agrees to comply with any and a[illegible]plicable state laws and regulations pertaining to job safety and health.

The Subcontractor shall protect and keep Owner and General Con- tractor (including their agents and employees) free and harmless from any and all liability, public or private, penalties, contractual or other- wise, losses, damages, costs, attorneys' fees, expenses, causes of action, claims of judgments resulting from a claimed violation of the Williams- Steiger Occupational Safety and Health Act of 1970 or any rule or regula- tion promulgated thereunder or of any state laws or regulations pertain- ing to job safety and health arising out of or in any way connected with the performance of work or work to be performed under this Subcontract. Subcontractor shall indemnify Owner and General Contractor from any such claims, penalties, suits or actions, public or private, administrative or judicial, including attorneys' fees paid or incurred by or on behalf of the Owner and/or the General Contractor, jointly and severally, and/or their agents and employees.

Subcontractor further agrees in the event of a claimed violation of any federal or state safety and health law or regulation arising out of or in any way connected with the performance of work or work to be per- formed under this Subcontract, the Owner and/or General Contractor may immediately take whatever action is deemed necessary by Owner and/or General Contractor to remedy the claimed violation. Any and all costs or expenses paid or incurred by Owner and/or General Contractor in taking such action shall be borne by Subcontractor, and Subcontractor agrees to protect, hold harmless, and indemnify Owner and/or General Contractor against any and all such costs or expenses.

Whenever notice in writing is to be given to Subcontractor by [illegible] tractor as herein provided, or otherwise, such notice may be mailed to [illegible] last known address of Subcontractor

9. Article He[illegible]

Article headin[illegible]ed in this agreement are inserted only as a matte of convenience and for reference and they in no way define limit or d scribe the scope or intent of this agreement, nor do they in any way affe this agreement.

10. Severability.

If any provision of this Subcontract, or any part thereof shall at an time be held to be invalid in whole or in part under any applicable fe eral or state law, ruling or regulation, then such provision shall remain i effect only to the extent permitted, and the remaining provisions here shall remain in full force and effect.

11. Nonwaiver:

Waiver by Contractor of any breach of any provision of this Subco tract by Subcontractor shall not constitute a waiver of any other or futur breach of the same or any other provision hereof

12. Actions and Proceedings.

This Subcontract shall be construed under the laws of the State o Oregon. No action or proceeding shall be instituted by Subcontractor again Contractor upon any claim arising out of or relating to this Subcontract o the breach thereof, unless such action or proceeding shall be commence within one year after the date of acceptance of the work under the contra between Contractor and Owner. Subcontractor agrees that any such actio or proceeding shall not be commenced in any courts other than those in th County of Multnomah, and State of Oregon.

13. Attachments and Riders:

Annexed hereto and initialed by the parties and by this referenc made a part of this agreement are riders designated as

IN WITNESS WHEREOF the parties hereto have executed this Subcontract on the date first above written

MORRISON ELECTRIC COMPANY
Subcontractor

DONALD M. DRAKE COMPANY
Contractor

By

Peter deC. Ebert
Vice President

And the person so signing expressly declares and repre- sents himself to be qualified and authorized to execute his Subcontract for Subcontractor.

4834 S.E. Division
Street Address
Portland, OR 97206
City, State and Zip Code
Phone: 235-6683

Attachments: Subcontractor's Insurance Requirements
"ACORD" Form
Lien Waiver Form
Application & Certificate for Payment
Continuation Sheet

1168

May 28, 1982

Donald M. Drake Company
1740 Northwest Flanders Street
Portland, OR 97209

CON 5
#9188

Attention: Donald B. Kane
Vice President-Finance

Gentlemen:

Thank you for your letter of May 21 with attached Satisfaction of Lien signed by Albany Iron Works, Inc., in connection with Contract No. 9188.

This appears to be in reference to a claim for materials and labor in the amount of $44,401 filed against Contract No. 9188 for work on the Multnomah County Maintenance and Operations Facility (Phase 3).

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
CC: The Travelers Indemnity Company
707 S. W. Washington Street
Portland, OR 97205

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

5/28/82 ✓ JS

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
503 226-3991

May 21, 1982

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: CON 5# 9188

Dear Mr. Gormsen:

Enclosed is a copy of the executed satisfaction of the lien between Albany Iron Works, Inc. and Donald M. Drake Company. This satisfies the claim filed by Albany, as set forth in your letter dated April 6, 1982.

Please mark this claim as closed in your records.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President-Finance

DBK:tjv

Enclosure

CC: The Travelers Indemnity Company

FORM No. 959—SATISFACTION OF LIEN
1/1/76 TT

STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR. 97204

KNOW ALL MEN BY THESE PRESENTS, That the undersigned hereby certifies and declares that that certain lien dated February 17, 19 82, in which Albany Iron Works, Inc. is the claimant, recorded on February 18, 19 82, in book 1579 at page 1731, or as file/reel number .... (indicate which) of the .... Records of Multnomah County, Oregon.

has been, together with the account or debt thereby secured, fully paid and satisfied and hereby is discharged.

In construing this instrument and whenever the context so requires, the singular includes the plural.

IN WITNESS WHEREOF, the undersigned has hereunto set his hand; if the undersigned is a corporation, it has caused its corporate name to be signed and its corporate seal to be affixed hereunto by its officers duly authorized thereunto by order of its board of directors.

Dated May 17, 19 82

Albany Iron Works, Inc.
Raymond C. Kays
Raymond C. Kays, President

(If the claimant who signs above is a corporation, use the form of acknowledgment opposite.)

(ORS 93.490)

STATE OF OREGON,
County of ....) ss.
.... , 19
Personally appeared the above named ....
.... and acknowledged the foregoing instrument to be .... voluntary act and deed.

(OFFICIAL SEAL)

Notary Public for Oregon
My commission expires:

STATE OF OREGON, County of Multnomah) ss.
May 17, 19 82
Personally appeared Raymond C. Kays and .... who, being duly sworn, each for himself and not one for the other, did say that the former is the president and that the latter is the .... secretary of Albany Iron Works, Inc., a corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation and that said instrument was signed and sealed in behalf of said corporation by authority of its board of directors; and each of them acknowledged said instrument to be its voluntary act and deed.

Before me:
Laura J. Reynolds
Notary Public for Oregon
My commission expires: 1-21-85

(OFFICIAL SEAL)

SATISFACTION OF LIEN

Albany Iron Works, Inc.
17830 SE Stark, Ptld, Or.
Lien Claimant

vs.

Donald M. Drake
Portland, OR.
Lien Debtor

AFTER RECORDING RETURN TO
Albany Iron Works, Inc.
17830 SE Stark
Portland, OR. 97233

(SPACE RESERVED FOR RECORDER'S USE.)

STATE OF OREGON,
County of .... } ss.

I certify that the within instrument was received for record on the .... day of ...., 19 ...., at .... o'clock ....M., and recorded in book/reel/volume No. .... on page .... or as document/fee/file/instrument/microfilm No. ...., Record of .... of said County.

Witness my hand and seal of County affixed.

....
NAME TITLE

By .... Deputy

9188

L.

May 12, 1982

CON

Donald M. Drake Company
1740 Northwest Flanders
Portland, OR 97209

Sump and Pump Claim, Contract No. 9188
Multnomah Co. Maintenance & Operations Facility

A review of my April 27 letter offering a settlement of your contract claim evidently disclosed some confusion. There also appears to have been some confusion in the presentation made before the Review Board, as well as in the plans for the project.

Because of this, I am rescinding my April 27 letter and recommend that a discussion be held between you and our Construction Section to discuss the claim in an attempt to resolve it. If this is unsuccessful, then it can be presented to the Review Board for their consideration.

H. S. Coulter, P.E.
State Highway Engineer

HSC:ia

cc Contract Claim Review Board

bc R. L. Schroeder
L. W. Rulien
D. H. Moehring
R. [illegible]. Bothman
W. E. Schwartz
J. L. Sollis
Jack Sullivan
O. B. Jackmond
Al Harwood
Bob Shotwell

April 27, 1982

Donald M. Drake Company
1740 Northwest Flanders Street
Portland, OR 97209

SUBJECT: Contract Claim
Multnomah County Maintenance
and Operations Facility, Phase 3
Contract No. 9188

Your claim regarding furnishing and installing storm water sumps and pumps in the north entrance ramps has been carefully reviewed. Recommendations for settlement of this claim have been received from the Claims Review Board.

You claimed that this work was outside the scope of the contract. Thus, you requested additional compensation of nearly $31,000 for this work. In addition, you requested release of $26,908 held back by the State as a credit when the pump work was downscoped under contract.

The subject storm water sumps and pumps were identified on three of the original plan sheets. This work was clearly in the building area with payment covered under the lump sum item for "Building Work". It is the contractor's responsibility to include this work in his bid even if missed by the subcontractors. Therefore, your claim for additional compensation is denied.

However, it was the belief of the Contract Review Board, and I concur, that the original plans were incomplete. The original plans did not show the electrical work and additional piping needed to make the system completely operable. I agree that payment should be made for the additional work and additional piping in the amounts agreed to between you and the Project Manager.

It is possible that furnishing and installing sumps and pumps was inadvertently overlooked in your bidding because of the incomplete plans. Therefore, if agreed to by Multnomah County, the $26,908 held back under the contract change will be disbursed to your company as full settlement of your claim on this item.

Upon receipt of a copy of this letter, the Project Manager is authorized to initiate such action with Multnomah County and your firm.

H. S. Coulter, P.E.
State Highway Engineer

bc R. L. Schroeder
L. W. Rulien
D. H. Moehring
Jack Sollis
O. B. Jackmond
Bob Shotwell
Jack Sullivan

JS:ja lb

STATE OF OREGON
HIGHWAY DIVISION-MAINTENANCE

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: April 21, 1982

RECEIVED
STATE HWY ENGR
APR 21 '82
REFER TO
FOR
Info | Inves | R/D | D.A | Sign | Act | File

SUBJECT: Contract Claim
Multnomah County Maintenance
and Operations Facility, Phase 3
Contract No. 9188

Donald M. Drake Company, the prime contractor on this project, submitted a claim for about $31,000 for furnishing and installing storm water sumps and pumps in the north entrance ramps. They claimed that this work was not in the scope of work covered under the contract. In addition, they requested release of $26,908 held back by the State as a credit for downscoping of the pump work. State had modified the pump sizes under contract, reducing by $26,908 the work that the State claimed was part of Drake's obligation.

In attendance for Drake were Peter Ebert, Attorney; Norm Kobin and Jim Culbertson (Temp Control Corporation, a mechanical subcontractor). Representing the Highway Division were Bob Shotwell, Marion Craft, Bryant Jackmond and Joe Simpson. In attendance for Multnomah County was Richard Dush. Board members present were Bob Schroeder, Larry Rulien and Dave Moehring. Jack Sollis, Chief Counsel, was also present.

FINDINGS: Phase 3 was the final contract let on this project and consisted primarily of completion of the building, site and drainage work. Phase 1 was an excavation contract let in January 1980. Phase 2 was let in April 1980 for the furnishing and erection of precast members. The building was designed to be underground.

The project was designed by the architectural firm of Zimmer, Gunsul, Frasca and various other consultants. Plans and specifications followed the normal building format and were divided into various divisions such as site work, mechanical, electrical, et cetera. Unlike most building projects, where all the work is bid under one lump sum item, the bid schedule had one lump sum item for building work and numerous other unit bid items. This type of bid schedule was necessary because of the funding split by FHWA, State and Multnomah County.

Storm water sump and pumps in the north entrance ramps were shown on three sheets of the bidding plans: SG-2, SP-1 and SP-3. The SG sheets showed primarily site grading and drainage work. The SP sheets showed primarily site piping and utility work. Most of the work on the SG and SP sheets was outside of the building area and was subcontracted to Montag. Payment was by individual unit bid items. However, the sump and pump work was inside the building area and not part of this subcontractor's responsibility. There was no reference on the original mechanical or electrical plan sheets for any of this pump work. In order to complete the sump and pump work, additional plan sheets had to be developed under contract for electrical work and additional piping required. It was agreed by the State to pay for the electrical work and additional piping as these were not shown on the original plans.

Drake claimed that the sump and pump work were not part of the contract because the plans were incomplete; there was not enough information shown to do the work, as evidenced by the revised and additional drawings furnished under contract. Because no sump pumps were identified on the mechanical drawings, none of the mechanical subs included this work in their bids. This work was also not specifically identified in the specifications. Drake also claimed, because of a revision letter that stated "...all precast concrete including erection will be performed under the precast contract now underway...", that the sump work was eliminated from his contract because it was a precast item.

State claimed that sump work and related pumps were identified on the original plans and because these were inside the building area, were to be included in the lump sum pay for building work. State claimed that because the building was built underground, it was apparent that a storm water collection and pumping system were required. State agreed that plans were not complete and that not all details for all work were shown, but enough information was on the three plan sheets to clearly indicate the subject work was part of the contract.

CONCLUSION: Original Plan Sheets SG-2, SP-1, and SP-3 did show storm water sump and pump work was required under this contract. The plans should have been more complete, however, by showing additional data on the electrical and mechanical drawings. The Board believed that the mechanical subs did not include the sump pumps in their quotes to the prime because of insufficient plan data. The Board also believes that the other sub (Montag) working off the SG and SP drawings did not include the sump and pump work in his quote because Montag's work was outside the building area. The Board believes that Drake overlooked this work, partly because of insufficient plan information and reliance on subcontractors to bid this work. However, the work did show and should be the prime contractor's responsibility to obtain quotes and include in his original bid.

RECOMMENDATION: The Board recommends that the $26,908 held back as credit for downscoping of the size of the sump pumps be released, but Drake be held responsible for furnishing and installing the sump and furnishing the pumps at no additional cost to the State. The Board agrees with the State that payment should be made for the related electrical and control work and the additional piping.

R. E. Schroeder, Chairman
Claims Review Board

ji

cc: L. W. Rulien
J. L. Sollis
D. H. Moehring
Jack Sullivan

CL-82-62

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
APR 8 1982
NORMA PAULUS
SECRETARY OF STATE

April 6, 1982

IN REPLY REFER TO
FILE NO.

CON 5
#9188

FILED
APR 8
NORMA PAULUS
SECRETARY OF STATE

Albany Iron Works, Inc.
17830 S.E. Stark
Portland, OR 97233

Attention: Ray C. Kays
President

Gentlemen:

This will acknowledge your letter of March 24 in which you file a claim against Donald M. Drake Company in the amount of $44,401 for labor and materials.

The claim states this is in reference to the Donald M. Drake Company Contract No. 9188 for the Multnomah County Maintenance and Operations Facility (Phase 3).

The Travelers Indemnity Company through Corroon and Black of Oregon furnished the bond on this contract. We will advise them and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Donald M. Drake Company
1740 N.W. Flanders Street
Portland, OR 97209

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

RECEIVED
APR 1
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 6, 1982

IN REPLY REFER TO
FILE NO.:
CON 5
#9188

Albany Iron Works, Inc.
17830 S.E. Stark
Portland, OR 97233

Attention: Ray C. Kays
President

RECEIVED
1982
IRON WORKS, INC.

Gentlemen:

This will acknowledge your letter of March 24 in which you file a claim against Donald M. Drake Company in the amount of $44,401 for labor and materials.

The claim states this is in reference to the Donald M. Drake Company Contract No. 9188 for the Multnomah County Maintenance and Operations Facility (Phase 3).

The Travelers Indemnity Company through Corroon and Black of Oregon furnished the bond on this contract. We will advise them and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

no resp. necessary as ~~they~~ already ~~[illegible]~~ rec'd a Sat. of Lien on 5-21-82 signed by Albany Iron Works for

cc: Donald M. Drake Company
1740 N.W. Flanders Street
Portland, OR 97209

Corroon & Black of Oregon
[illegible]99
[illegible] 97207

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

ALBANY IRON WORKS INC.
Portland Office:
17830 S.E. Stark - Portland, Oregon 97233
Albany Address:
30247 Highway 34 - Albany, Oregon 97321

OUR CLAIM IS SATISFIED
R.C.K.

ALBANY IRON WORKS INC.
ALBANY, OREGON
STEEL FABRICATORS & ERECTORS

PORTLAND OFFICE
17830 S.E. STARK
PORTLAND, OR. 97233
PHONE 667-3846

ALBANY PLANT
30247 HWY 34
ALBANY, OR. 97321
PHONE 926-1127

March 24, 1982

Ref: Mult. Co. Maintenance & Operation Facility Phase III
OSD #9188

Robert W. Gormsen
Room 121
Transportation Building
Salem, OR. 97310

Dear Sir:

We wish to file a claim in the amount of $44,401.00. This is the balance due on contract OSD #9188 against the Donald M. Drake Co. for materials and labor owed to us for work performed on this project.

Of this $44,401.00, $26,593.00 is retention.

Please take the appropriate action on our behalf.

Yours truly,

Ray C. Kays
President

RCK/jk

RECEIVED
[illegible]
[illegible]

ALBANY IRON WORKS INC.
ALBANY, OREGON
STEEL FABRICATORS & ERECTORS

PORTLAND OFFICE
17830 S.E. STARK
PORTLAND, OR. 97233
PHONE 667-3846

ALBANY PLANT
30247 HWY 34
ALBANY, OR. 97321
PHONE 926-1127

March 19, 1982

Robert W. Gormsen
Room 121
Transportation Building
Salem, OR. 97310

Dear Sir:

Enclosed is a copy of our letter to Donald M. Drake and a copy of our lien with reference to Multnomah County Maintenance & Operation Facility Phase III.

We haven't been paid our regular progress payments for this project nor any of the retention money as of this time.

Yours truly,

Ray C. Kays

Ray C. Kays
President

RCK/jk
enc.

3.24.82
Note: he will file a claim
with us for regular processing.
_Rwg.

RECEIVED
MAR 22 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ALBANY IRON WORKS INC.
ALBANY, OREGON
STEEL FABRICATORS & ERECTORS

PORTLAND OFFICE
17830 S.E. STARK
PORTLAND, OR. 97233
PHONE 667-3846

ALBANY PLANT
30247 HWY 34
ALBANY, OR. 97321
PHONE 926-1127

February 18,1982

Donald M. Drake Co.
1740 NW Flanders St.
Portland, OR. 97209

Ref: Multnomah County Maintenance &
Operations Facility - Phase III

Attn: Tom Stiehl

Dear Tom,

Concerning the job we just completed for you at Multnomah County Maintenance & Operations Facility, there seems to be some difference of opinion on the amount of moneys owed to Albany Iron Works, Inc. for the work we did on this project.

We feel we have moneys due us other then retention, but we haven't been paid for anything since August 1981.

Because of this situation, we found it necessary to protect our interest and have filed a lien for this purpose a copy of which is enclosed.

Yours truly,

Ray C. Kays

Ray C. Kays
President

RCK/jk
enc.

RECEIVED
MAR [illegible] 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM No. 126—CONSTRUCTION LIEN—Labor, ls and/or rented equipment. TEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR. 97204

1976 TS

KNOW ALL MEN BY THESE PRESENTS: The undersigned, hereinafter called the claimant, has performed labor upon, transported or furnished materials and/or rented equipment (as hereinafter described), actually used in the construction of that certain improvement known as Multnomah Co. Maintenance & Operation Facility Phase III*, all at the instance of the owner of said improvement or his construction agent; said improvement is situated upon certain land in the County of* Multnomah*, State of Oregon, (which is the site of said improvement) described as follows:*

Lots 2 & 3 Vance & portion of Lot 31 Eastwood. Section 5 1S 3E W.M.

The address of said land is, if known (if unknown, so state) 1620 SE 190, Portland, OR. *, in said county and state.*

The name of the owner or reputed owner of said land is Multnomah County*,*

The name of the owner or reputed owner of said improvement is Multnomah County*; the person or persons just named at all times herein mentioned had knowledge of the construction of said improvement.*

The name of the person ☒ *who employed claimant to perform said labor, to furnish said materials and/or equipment, or* ☐ *to whom he furnished said materials or rented said equipment (indicate which) is* Donald M. Drake Company, 3740 NW Flanders St., Portland, OR. 97209

The kind of labor so performed, materials so transported or furnished and equipment so rented by claimant was:

Labor (if no labor performed, insert word "none") Steel erection including welding machines and burning equipment used in such labor.

Materials (if no materials furnished, insert the word "none") Structural steel and miscellaneous iron.

Equipment rented; if none, insert "none."

Claimant commenced to perform said labor, to furnish said material and/or equipment on March 10, *19*81*, and completed same on* November 19, *19*81*, after which he ceased to perform labor and/or to furnish materials or equipment. The construction of said improvement was completed on* February *, 19*82 *(If not yet completed, so state).*

The following is a true statement of claimant's demand after deducting all just credits and offsets, to-wit:

Labor and materials	$ 313,393.00
Materials	$
Extra material & labor not bid on contract	$ $ 17,798.00
Preparation of this claim of lien (ORS 87.910)	$ 10.00
Recording fees	$ 8.00
Total	$ 331,209.00
Less all just credits and offsets	$ 286,808.00
Balance due claimant	$ 44,401.00

For the time and place of recording to make this lien a valid claim, see quotation from ORS 87.035 on next page.

— OVER —

Claimant claims a lien for the amount last stated upon the said improvement and upon the site, to-wit: the land upon which said improvement is constructed, together with such space about the same as may be required for the convenient use and occupation of the improvement constructed on said site, to be determined by the court at the time of the foreclosure of this lien.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter, and the singular includes the plural, as the circumstances may require.

Dated this 17th *day of* February, 19 82.

Albany Iron Works, Inc.

Raymond C Kays

Claimant President

State of Oregon, County of Multnomah *: ss.*

I, Raymond C. Kays, *being first duly sworn, depose and say: That I am the* President of Albany Iron Works, Inc. *claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct, as I verily believe.*

Raymond C Kays

Subscribed and sworn to before me this 17th *day of* February, 19 82

(SEAL)

Notary Public for Oregon. My Commission expires 1-21-85

NOTICE TO THE OWNER of the land described in the attached copy of claim of lien:

Please be advised that the original claim of lien of which the attached is a true copy was filed and recorded in the office of the recording officer of .... County, Oregon, on ...., 19........

Claimant

Note: ORS 87.039 provides:

"A person filing a claim for a lien as provided by ORS 87.035 shall deliver to the owner a notice in writing that the claim has been filed. The notice shall be delivered not later than 20 days after the date of filing."

Note: The foregoing lien is created by subsection 1 of ORS 87.010. Section ORS 87.035 provides: "Every person claiming a lien under subsection (1) or (2) of ORS 87.010 shall file the claim not later than 90 days after he has ceased to provide labor, rent equipment or furnish materials or 60 days after completion of construction, whichever is earlier." Also that the lien claim "shall be filed for recording with the recording officer of the county or counties in which the improvement or some part thereof, is situated."

CLAIM OF
CONSTRUCTION LIEN
LABOR AND/OR MATERIALS
(FORM No. 126)

ALBANY IRON WORKS, INC.
17830 SE STARK
PORTLAND, OR. *Lien Claimant*

MULTNOMAH COUNTY
PORTLAND, OREGON *Owner*

AFTER RECORDING RETURN TO

Albany Iron Works, Inc.
17830 SE Stark
Portland, OR. 97233

10144

SPACE RESERVED FOR RECORDER'S USE

STATE OF OREGON } ss.
County of .... }

I certify that the within instrument was filed in my office on the .... *day of* ...., 19........, *at* .... *o'clock* .... *M., and recorded in book* .... *at page* ...., *or as file/reel No.* ...., *of the Construction Lien Book of said County.*

Witness my hand and seal of County affixed.

....
Recording Officer

By .... *Deputy*

L

US Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Projects I-205-7(75)312 & I-205-7(8)311
Functional Replacement - Multnomah County
Operations and Maintenance Facility

Date: March 22, 1982

From: Division Administrator

Reply to Attn of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Based on a detailed review of the construction activity and a review of past decisions extracted from our files, we are now in a position to consider a revised project agreement estimate and request for additional funds. There are several items that require additional clarification before final determinations can be made on the extent of Federal participation.

Phase I was authorized under Federal-aid Project I-205-7(8)311. Our records shows that $453,150 (Federal Funds - $418,030) is currently covered by project agreement. Based on the current summary of charges, there seems to be no need for added authorization. There are, however, items that warrant further discussion:

A. There is a dispute between State and FHWA on the unit price of Bid Item 5 ($2.25 vs. $1.10) that involves approximately $100,000; however, it appears that the total cost of the building (your column 1P) exceeds the agreed-upon maximum figure to the extent that this becomes a moot issue except for the minor impact of site costs due to the interrelationship with Items 1 through 4.

B. FHWA project decisions state that we will not participate in added costs due to constructing the building below ground level or due to foundation related costs resulting from the site selection (landfill). Based on this concept, we believe additional clarification is in order regarding the assignment of costs on Bid Items 5, 6, 11 and 13; Price Agreements 3, 4 and 6; and State Force Order No. 1.

Phase II and III were both authorized under Federal-aid Project I-205-7(75)312. Our records show that $5,888,940 is currently covered by project agreement. We have no dispute with Phase II and will require no further clarification. We understand that final cost assignments will be modified after final costs for Phase III are determined.

With the understanding that Phase III final quantities and contract changes are not yet complete, we are in general agreement with your summary of cost assignments except as noted below. Minor adjustments in your tabulations will be made as verbally agreed in past meetings and need not be further identified here. Phase III items requiring further discussion and clarification are identified as follows:

A. Bid Item 5 covers excavation from different sources and for different purposes. The berms around the building are considered part of the building. Approximately 70,000 c.y. was identified for berms. Since Federal participation is based on a ground level building on original ground, we feel that this amount of excavation is attributable to the building. Other excavation in ramp areas, etc. attributable to the below-ground building should also be identified.

B. Bid Item 6 covers Aggregate Base. A substitution of crushed asphalt (P.A. No. 61) was made with the understanding that Federal funding would not exceed that of the 18" crushed aggregate. A rough computation of quantities shows that the final quantity used under Item 6 seems close to the full 18" depth based on 5.5 acres of parking and roads. The original quantity may have been overestimated. The question of cost, then, occurs in considering P.A. No. 61 and any interrelation with Phase I work performed in roadways or payments for County-furnished materials.

C. Extra Work Order No. 14 has been identified as non-participating but could be involved in discussions regarding storm drain modifications when final quantities are computed.

D. Due to the design of the storm drain system because of below grade building construction, an analysis should be made to determine what portion is attributable to the building.

There are several items charged against the building (your column 1P) that are considered ineligible for Federal participation; however, since eligible items significantly exceed our maximum amount, there is no need to identify those items. In the unlikely event that final pro-rata figures were to significantly lower that total, we would need to review those items in detail.

Based on our review, we can now support an increase in authorization of approximately $1.7 million bringing the Phase II and III.

Project I-205-7(75)312, authorization to $7,600,000, bringing the total for all phases to a level just over $8 million. Your request for increased authorization should make reference to this memorandum and have a copy of the latest tabulation sheets (prepared by Mr. R. J. Kleinschmit) attached as support data.

for Dale E. Wilken

cc:
OSHD (J B Boyd, R/W)
OSHD (R J Kleinschmit, R/W)

9188

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

February 26, 1982

CON 5 #9188

Donald M. Drake Company
1740 N.W. Flanders
Portland, OR 97209

RE: **Contract Time Extension Request**
MCOMF, Phase 3
Contract No. 9188

Gentlemen:

Your request for additional contract time in which to complete the above project due to a revision in the placement of wood bollards in the parking lots has been carefully reviewed. The requested 2 calendar day time extension for phase "B" of the project is hereby granted.

Sincerely,

C T Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:OBJ:cb

cc: H. S. Coulter (att. 1 letter) ✓
E. L. Hardt "
R. Shotwell "
FHWA "
Bob Church

RECEIVED
STATE HWY ENGR
[illegible] 1 '82
REFER TO
FOR
Info Inves R/D To R Sign Ack File

Form 734-3123

FORM 81-734-3030

OE RE RME RCE BE
TE RECEIVED RSM
UE FILE: FEB - 5 1982 RSC
SQ REGION I RBI
TO

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
4755 S.W. Watson Ave.
Beaverton, Oregon 97005

February 4, 1982

FROM: Robert E. Shotwell
Resident Engineer

TO: Marion Craft
Region Construction Engineer

SUBJECT: MCOMF, Phase 3
Contract No. 9188
Request for Time Extension

The site work on this project called for wooden bollard in the parking lot areas. Near the completion of this project the County revised the location of these bollards. The new location placed the bollard adjacent to an area where large landscape stones were to be placed. This meant that the contractor had to delay placement of bollards till the architectural stone was placed. The change necessitated a revision in sequence between these two items of work.

The request for an additional two (2) days is justified.

2-10-82

CTK -

RES:rsr

I concur with recommendation of extension of 2 C.D. for phase "3".

XC: Files.

CC: Bryant Jackmond with original attachment

I agree with Shotwell's analysis and recommend the two days be granted

Marion Craft

7.188

U.S. Department
of Transportation
**Federal Highway
Administration**

NOTED
H. S. COULTER

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(75)312
Multnomah County Operation & Maint. Facility
Rockwood Water District

Date: February 2, 1982

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The final billing submitted with Mr. Swan's January 25, 1982 letter has been reviewed. The final cost of $114,655.78, including Change Order No. 2, is acceptable and is approved as requested.

G. K. [illegible]
for Dale E. Wilken

cc:
OSHD (J B Boyd, R/W)

RECEIVED
STATE HWY ENGR

FEB 2 '82

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

1166

Files

L1

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
26
NORMA PAULUS
SECRETARY OF STATE

CL-82-9

January 25, 1982

IN REPLY REFER TO
FILE NO
CON 5
#9188

RECEIVED
JAN 26 1982
NORMA PAULUS
SECRETARY OF STATE

Allen & Yazbeck
Attorneys at Law
735 S.W. 1st Avenue, 3rd Floor
Portland, OR 97204

Gentlemen or Ladies:

This will acknowledge receipt of the Notice of Claim filed on behalf of Morrison Electric Company indicating that they have a claim for labor and materials pursuant to an electrical subcontract with Donald M. Drake Company in the amount of $271,092.74.

The claim states this is in reference to the Donald M. Drake Company Contract No. 9188 for the Multnomah County Maintenance and Operations Facility (Phase 3).

The Travelers Indemnity Company through Corroon and Black of Oregon furnished the bond on this contract. We will advise them and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

FKN:dmc

cc: Donald M. Drake Company
1740 N.W. Flanders Street
Portland, OR 97209

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

FD

1-29-82 dmc

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ALLEN & YAZBECK
ATTORNEYS AT LAW
W. 1ST AVE. 3RD FLOOR
PORTLAND, OREGON 97204

NOTICE OF CLAIM ON PUBLIC BOND

TO: ROBERT GORMSON, MANAGER
Oregon State Department of Transportation
Commissions Services
Room 122, State Transportation Building
Salem, Oregon 97310

Notice hereby is given that the undersigned, Morrison Electric Company has a claim for labor and materials performed and furnished pursuant to an electrical subcontract with the Donald M. Drake Company in the sum of two hundred seventy-one thousand ninety-two dollars and seventy-four cents ($271,092.74), against the bond taken from the Donald M. Drake Company and Travelers Indemnity Company for electrical subcontract work performed on the Multnomah County Maintenance Facility (MCOMF, Phase III, Contract No. 9188).

Ronald D. Schmitz
MORRISON ELECTRIC COMPANY
By: Ronald D. Schmitz, General Manager

cc: Travelers Indemnity Company
Donald M. Drake Company
CERTIFIED-RETURN RECEIPT REQUESTED

RECEIVED
JAN 21 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5 FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Multnomah County Operations & Maintenance Facility, Phase 3

WEEK ENDING: January 23, 1982

SECTION PREFIX: 626-1063

HIGHWAY: -*-*-*-*-*-*-*-*-*-*-*-*-*-

COUNTY: Multnomah

NAME OF JOB: Multnomah County Operations & Maintenance Facility, Phase 3

KIND OF WORK: General Construction

CONTRACTOR: Donald M. Drake Company

CONTRACT NUMBER: 9188

FEDERAL AID PROJECT NUMBER: I-205-7(75)312

DATE OF CONTRACT: September 25, 1980

DATE WORK STARTED: October 6, 1980

ESTIMATED COMPLETION DATE: October 31, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS A. 394 B. 455

WORK DAYS USED

CALENDAR DAYS USED A. 387 B. 457

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: A. 98 B. 100

PROJECT AUTHORIZATION $ 9,576,937.43

EXCLUSIVE OF ENGINEERING $ 9,276,937.43

ENGINEERING AUTHORIZATION $ 300,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 9,254,549.48

ENGINEERING COST TO DATE $ 235,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN 0.2 %

PERCENT OF AUTHORIZATION 78 %

DATE PROJECT WAS COMPLETED: January 7, 1982

ESTIMATED PERCENT COMPLETE

Site work	irrigation	seeding mix	Elec. site	Bldg. Work	Piling	Equip. Bldg.	Drainage
95	100	90	100	100	100	100	100

	Fabric Filter	Topsoil	Excavation	Agg. Base	Special Wall Backfill	Pit run matl.
Total Estimate Quantities (contract)	65,500 S.Y.	240,000 S.F.	210,000 C.Y.	40,000 T	16,000 CY	21,000 C.Y.
Total Quantities Corrected To date	31,613 S.Y.	"	162,766.66cy	28,319 T	20,471.59	17,868 c.y.
Estimated Quantities Move or placed to date	31,613sy	199,434	162,766.66cy	28,319 T	20,471.59	17,868 c.y.
Average Daily Quantities	0	0	0	0	0	0
Number of Shifts per day	0	0	0	0	0	0
hours per shift	0	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	17	0		
MONDAY	18	0		
TUESDAY	19	0		
WEDNESDAY	20	0		
THURSDAY	21	0		
FRIDAY	22	0		
SATURDAY	23	0		

RECEIVED
JAN 26 1982
CONSTRUCTION
BRANCH

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5

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

17 SUNDAY	No Activity
18 MONDAY	No Activity. Second notification is in on Unit B. Last Weekly Report.
19 TUESDAY	
20 WEDNESDAY	
21 THURSDAY	
22 FRIDAY	
SATURDAY 23	

REMARKS

STATUS: Wait for establishment period for landscaping.

SIGNED Robert E. Shotwell, Resident Engineer

LOCATION 4755 S.W. Watson Ave.
Beaverton, Oregon 97005

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(8)311 SHOPS
Multnomah County Shops

Date: December 24, 1981

From: Division Administrator

Reply to Attn of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed with interest Mr. Boyd's December 18, 1981, letter to Mr. Tuck Wilson on the settlement problem at the new Shops building.

It is our belief that our position on this matter is very clear. This office did not agree with the choice of the site for the building and accordingly specifically withheld any Federal participation in costs associated with the unusual nature of the Vance Pit site.

The evidence is quite clear that the settlement problem was the direct result of building on a reclaimed refuse pit. It, therefore, is our position that the Federal Highway Administration will pay no costs associated with the settlement. This includes, but is not limited to, assessment of the settlement problem, correction of the problem, and repairs to the building as a result of the settlement.

Dale E. Wilken

cc:
OSHD (J B Boyd, R/W)

RECEIVED
STATE HWY ENGR
DEC 28 '81
REFER TO

[illegible]

cc Coulter.
No – This will be a problem to settle tho.
JB
12/30/81

RECEIVED
DEC 30 1981
AM ADM TA

9112

ROW 12

L.

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 18, 1981

In Reply Refer to
File No

Mr. Tuck Wilson
1600 Benjamin Franklin
Plaza
One S.W. Columbia
Portland, Oregon 97258

RE: Settlement Problem
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

Dear Tuck:

The settlement problem which occurred on the east wall northerly of the access at the Shops, was unfortunate.

I have reviewed the design and construction documents, the correspondence, the minutes of meetings and special reports insofar as they relate to this occurrence.

What follows is a recitation of the relevant factors which precede the settlement problem, as distilled from my research.

1. Site Selection. After a relocation report was delivered to us on March 31, 1978, correspondence indicates there was disagreement with the assumptions enumerated in the report. The period between the spring of 1978 and December of 1978, was spent in revising, reassessing our position and finally concluding a final County/State agreement as to what our responsibilities were. The position of the State and Federal Highway Administration with regard to the site, was recited in numerous articles of correspondence, and finally in the agreement on page 4 which was signed on December 22:

> "It is understood that any excess costs incurred because the construction of the facility on the site chosen by Multnomah County, will be at their cost. Any difference in costs between the necessary foundation such as piling and floor construction on the chosen site compared to the same facility built on a site having a reasonable foundation in Multnomah County utilizing spread footing will be the responsibility of Multnomah County."

The County chose to proceed with this agreement. The parties continued to address the problems created by the site attempting to justify State and FHWA participation to the best of their

Form 734-3122

ability. This work continued until the 31st of July 1979, when the County/Architect agreement was finally formulated and signed. Multnomah County had control of the architect even though the agreements had to be concurred in by the State and Federal Governments.

2. Design Phase. During the design phase Dames & Moore made requests for additional drilling. The report dated December 4, 1979, indicate questions about the site. The December 19, 1979 report concludes that the questionable area shown in Section AA of their December 4, 1979 report does not exist. In this report they recommend moving the building 20 feet or so further east to minimize excavation and dewatering problems over the west side of the excavation. There was obvious concern in this area as the December 4, 1979 report of Dames & Moore implied that the original excavation floor possibly dropped off rapidly to the east. The only additional exploration done in this area was in the northeast corner of the building by a County clamshell. Dames & Moore's original report on page 24, indicates recommending three clamshell explorations along the east building line, we have no knowledge or record of why this activity did not take place. There were continuing activities by Dames & Moore on the site throughout the period as evidenced by their letter of July 11, 1980, to Mr. John Romish and the agreement signed by Zimmer Gunsul Frasca on September 9, 1980.

3. Construction Phase. The County did not have personnel, and because of the need for adequate inspection the County chose the State to manage the construction contracts. This agreement was signed November 5, 1979. The contract provided for the State to assign a resident engineer. The County was to assign personnel and administrative directions to the project to assist the State during the execution of the construction contracts.

Excavation was begun of the various types of material in early February 1980. The garbage excavation in the main area was completed on the 19th of March 1980. In the March 21, 1980 minutes, concern was voiced that more garbage may be below gravel indicating that the gravels had been disturbed and moved around over garbage pockets. Mr. Shotwell, Resident Engineer, indicates that in the northeast corner of the excavation saturation was evident and water flowed from the garbage on its east face. The insitu gravels were saturated and were interspersed with fine grain silty material. The additional excavation directed by Mr. Shotwell in this saturated area was approximately 3.5 feet deep and extended for 100 feet along the east face. At that depth the material was indicative of the insitu materials and the equipment operated on it in the same manner it did on other insitu materials. Because of the saturation the cut was backfilled first with Columbia River sand, compacted, and then the fill was completed using the processed pit run compacted in the same manner as the rest of the structural fill. It will be noted at this time that the building location was shifted to the east four feet by the designers. Pictures, one of which is attached, show the clearance to the original excavation. The designers originally wanted to move the building eight feet east but Mr. Shotwell and Mr. Simpson his assistant, attempted to convince them it should not be moved at all. The excavation contractor was asked by Mr. Shotwell at this time to excavate about 15 or 20 feet east of the east perimeter footing. He excavated about 15 feet deep and did not encounter insitu material lending credence to the cross-section shown in Dames & Moore's report. This effort apparently discouraged any further moving of the building to the east. The attempts to do this are contained in the design report dated April 7, page 2, item e. The designer was attempting at this time to move the building against the wishes of the State's manager. On July 2, 1980, page 2 of the minutes, item 2 indicates reference to additional soils work being done by Dames & Moore.

In the summer of 1980 the footings and precast work proceeded and the building frame began to take shape. By December 1980 the building frame was erected and the floors were placed. In the spring of 1981 the basement slab on-grade was poured. By about August 5, 1981, all building wall berm backfills were completed to elevation 272. On August 7, 1981, settlement was observed in the northeast foundation wall.

The pertinent questions throughout this process appear to be as follows:

1. Site. The site was unpredictable in many respects, but the site was chosen by Multnomah County and the decision made to construct a maintenance and operations facility on it.

2. Design Activities: Multnomah County was responsible and in control of the design activities on this project subject only to the requirements of space and cost of the functional replacement program.

3. Construction Activities. The County delegated to the State the responsibility for providing their best skill and judgement in furthering the best interest of the County as included in page 3, item 2 of the agreement of Phase III.

4. Record of Decisions. The minutes and reports show concern and remedies executed by the State.

5. Did in the particular instance of backfilling and recompacting the materials in the area of the settlement indicate all judgements were prudent according to the facts and information available to them? Pictures which are attached taken April 1, 1980, show the efforts expended and characteristics of the effort expended.

6. Supposing the conditions which caused the settlement had been uncovered during the excavation phase, what would have been the consequences?

The problem area was given special treatment because of the saturation. Sand backfill and engineered fill placed to rectify the conditions found. The layer of native materials on the screenings masked the underlying screenings. But if the edge of the former pond was recognized at that time and the west line of the building was confined as it was, a program similar to the following could have ensued:

A. Additional excavation to define the problem. Attachment "B" is a cross-section would have resulted. The building move of 4 feet had already consumed the original clearance to the toe of the excavation and any exploration would result in both garbage and screenings excavation which were County responsibility.

$ 26,200

B. Additional drilling of test holes and analyze the material. The test program finally done in the building was similar but would probably been more extensive if the building location had not been set.

$ 10,000

C. Redesign, $ 1,000

D. Stabilize material and increase footing size. The need would have been obvious to stabilize or remove the unsuitable material. Stabilization similar to the method used probably would have been chosen because of the removal cost. The grouting would have been more extensive to insure coverage than that done in the repair sequence.

$ 55,000

E. Time. Delay in time assuming a 2 month period for investigation, redesign, delay of contract lettings, contractor claims, etc., are difficult to assess but with the $5,000,000 Multnomah County investment at 10% inflation a 2 month delay costs approximately

$ 10,000

TOTAL $102,000

This estimate is for the purpose of indicating that a cost existed for Multnomah County no matter when the problem surfaced. A redesign of the berm may or may not have been required in this program.

The Department has internally had its Assistant Foundation Engineer, Mr. John Marks, and the FHWA Regional Geotechnical Engineer, Mr. Ron Chassie, prepare a report. It also engaged the services of the consultant chosen with the County, Mr. Ed Margason, to provide his views on the problem. Mr. Margason's report was sent direct to each of the persons shown. The Messers. Marks & Chassie report is attached.

Attached is a mosaic and a topographic map made from pictures Mr. John Marks discovered in Highway Archives. These are pictures taken in 1960 and show the settling pond utilized in the original gravel operations. The pond infringed upon the "K" line as indicated by the building outline which is superimposed. This is also shown in Plate 4 of Mr. Margason's report. The costs for this repair are estimated as shown on Attachment "A". The re-installation of the berm and the costs of backfilling with lightweight materials to recreate the berm must be estimates. These costs are indicated also in the attachment.

This research has been done with the data that was available to me. Any input or additional data would be appreciated in order to come to a final conclusion. Comments in writing, are requested from all recipients of this letter for the formulation of the final report. These comments will be shown in the addenda and available for all to peruse.

The requested input should be sent to me by January 15, 1982.

Very truly yours,

J. B. Boyd, PE, PLS
Right of Way Manager

JBB:jh
attach.

cc: Tom Walsh w/attach.
Rena Cusma w/attach.
Tor Lyshaug w/attach.
Ed Bardt w/attach.
Bob Shotwell w/attach.
John Marks w/attach.
Robert Pillsbury w/attach.
John Romish w/attach.
I. Olsen w/attach.
J. Reeves w/attach.
Jack Sollis

bc: F. B. Klaboe ✓
H. S. Coulter
E. S. Hunter
Dale Wilken

RECEIVED
DOT DIRECTOR
DEC 22 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(75)312
Multnomah County Operations and
Maintenance Facility, East Portland Fwy.

Date: December 17, 1981

From: Division Administrator

Reply to Attn of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The Revised Project Agreement dated December 15, 1981 is hereby returned unsigned. Since the project is now essentially complete it would be appropriate to assemble a complete tabulation of costs, including all change orders, and their classification with regard to Federal participation. A number of the contract change orders in your partial tabulation supporting this Revised Estimate have been identified as Non-Participating.

The next revision to the Project Agreement Estimate will be the final one and will reflect the precise amount of Federal funding. We will be available to assist you in establishing those figures if you wish.

Robert B. Hathaway
for Dale E. Wilken

Attachment

cc:
OSHD (D H Moehring, Proj Mgmt)
OSHD (J B Boyd, R/W)

RECEIVED
STATE HWY ENGR
DEC 18 '81
REFER TO
FOR
Info Inves R/D D R Sign Act File

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 2		Project Number I-205-7(75)312

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 1, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,385,752.00	$ 7,857,563.00
Federal funds	$ 5,888,940.00	$ 7,246,243.00
Other revisions		

This modification is made for the following reasons: to include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of December, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 9, 1981

Federal Aid Project
No. I-205-7(75)312

Multnomah Co. Operations and Maintenance Facility
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y004
County Shop Replacement (Phase 2)(Contract 9106)

Subtotal on previous estimate of October 30, 1980	$2,484,654.00

Additional Items

P.A. #1 Structural Excavation	1,296 Cu. Yd.	16.50	$ 21,384.00
P.A. #1 Reinforcement in Place	65,508 lbs.	0.385	25,220.58
P.A. #1 Class 4000 Concrete	747 Cu. Yd.	141.90	105,999.30
P.A. #2 Areaway Panels	52 Each	1,185.00	61,620.00
P.A. #3 Price Reduction Non Spec. Concrete		Lump Sum	(1,778.53)
P.A. #5 Revised Precast Concrete		Lump Sum	26,956.76
		SUBTOTAL	$2,724,056.11
		Engineering	326,886.89
		TOTAL	$3,050,943.00

Type Code Y004
County Shop Replacement (Phase 3)(Cont. 9188)

Subtotal on previous estimate of October 30, 1980	$6,247,976.80

Previous Estimate

Building Work	(80%)	All Required	$4,368,252.80

Revised Estimate

Building Work	(100%)	All Required	$5,460,316.00
Rockwood Water District (Water Line)		All Required	108,370.61
Rockwood Water District (Additional Piping)		All Required	1,649.70
Finished Areas at Basement		All Required	220,000.00
P.A. 2 Revise Retaining Wall Footing		Lump Sum	11,735.00
P.A. 3 Add Rebar East Retaining Wall Footing		Lump Sum	2,988.00
P.A. 5 Extra for Specification Revision Items 35 & 36		Lump Sum	23,038.00
P.A. 8 Complete Roof Drains		Lump Sum	12,824.00
P.A. 16 Sand Fill N&S Ramp	11,000 Cu. Yd.	8.75	96,250.00
P.A. 22 Sand Fill West Ramp	8,676 Cu. Yd.	8.75	75,915.00
P.A. 26 Electric Service for Coiling Doors		Lump Sum	8,919.00
P.A. 27 Chain Suspended Lights		Lump Sum	2,914.00
P.A. 29 Vent Sump Pumps		Lump Sum	3,761.00
P.A. 30 Additional Doors & Frames		Lump Sum	4,126.00
P.A. 33 Rain Drain, Fountain & Lavatory		Lump Sum	2,811.00
P.A. 35 Electrical Service		Lump Sum	2,846.00
P.A. 40 Additional Waterproofing		Lump Sum	3,025.00
P.A. 45 Revisions to Mechanical Roof Openings		Lump Sum	5,379.00
P.A. 46 Hoist Electrical		Lump Sum	2,743.00
P.A. 49 Storm Sump Pump		Lump Sum	12,145.00
P.A. 55 Revise North Ramp Slab		Lump Sum	4,755.00
P.A. 59 Shower Revisions		Lump Sum	4,080.00
P.A. 61 Haul & Place A/C	2,744 Cu. Yd.	7.249	19,891.25
EWO 1 Flagging		All Required	24,519.00
EWO 2 Remove MC Platform Scale		All Required	2,000.00
EWO 3 Dewatering		All Required	7,650.00
EWO 4 Furnish & Place Sand for Retaining Wall Footing		All Required	7,042.00

EWO 6 Storm Line Drains by Gravity	All Required	6,000.00
EWO 16 Drill Holes	All Required	10,508.00
EWO 25 Electrical Revisions	All Required	5,513.00
		$6,153,713.56
	Increase	1,785,460.76
	SUBTOTAL	$8,033,437.56
	Engineering	1,004,179.44
	TOTAL	$9,037,617.00

Length of Project ---------------- 0.0 mile

Total Cost (Phase 2) --------------------------------------$3,050,943.00
(Interim Participating Amount 65%) -------------------------$1,983,112.00

Total Cost (Phase 3) --------------------------------------$9,037,617.00
(Interim Participating Amount 65%) -------------------------$5,874,451.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
(Phase 2)	$1,983,112.00	$1,828,825.00	$154,287.00
(Phase 3)	5,874,451.00	5,417,418.00	457,033.00
TOTAL	$7,857,563.00	$7,246,243.00	$611,320.00

Phase 2

Group 1-65%; Group 2-35%; Group 9-0%
Prefix: 626-1058
Contract: 9106

Phase 3

Group 1-65%; Group 2-35%; Group 9-0%
Prefix: 626-1063
Contract: 9188

Non Participating Items
County Responsibility

Excavation	111,000 Cu. Yd.	2.00	$ 222,000.00
Pit Run Material	21,000 Cu. Yd.	3.00	63,000.00
Fabric Filter	65,500 Sq. Ft.	0.75	49,125.00
Furnish Pile Driving Equipment		All Required	15,900.00
Furnish Piling	960 Lin. Ft.	22.45	21,552.00
Drive Piles	648 Lin. Ft.	1.00	648.00
Engine Diagnostic Computer with Speed Printer (Item 521)	1 Each	20,100.00	20,100.00
Chassis Dynomometer (Item 522)	1 Each	41,000.00	41,000.00
			433,325.00

Alternates

Alternate B Dynomometer Room	All Required	78,000.00
Alternate D Solar Heat System	All Required	567,000.00
Alternate E Fleet Wash	All Required	104,000.00
Alternate F Fuel Storage	All Required	0.00
		$ 749,000.00

DIVISION FILE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 2		Project Number I-205-7(75)312

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 1, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,385,752.00	$ 7,857,563.00
Federal funds	$ 5,888,940.00	$ 7,246,243.00
Other revisions		

This modification is made for the following reasons: to include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of December, 1981.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

APPROVED
DATE

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 9, 1981

Federal Aid Project
No. I-205-7(75)312

Multnomah Co. Operations and Maintenance Facility
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y004
County Shop Replacement (Phase 2)(Contract 9106)

Subtotal on previous estimate of October 30, 1980 $2,484,654.00

Additional Items

P.A. #1 Structural Excavation	1,296 Cu. Yd.	16.50	$ 21,384.00
P.A. #1 Reinforcement in Place	65,508 lbs.	0.385	25,220.58
P.A. #1 Class 4000 Concrete	747 Cu. Yd.	141.90	105,999.30
P.A. #2 Areaway Panels	52 Each	1,185.00	61,620.00
P.A. #3 Price Reduction Non Spec. Concrete		Lump Sum	(1,778.53)
P.A. #5 Revised Precast Concrete		Lump Sum	26,956.76
		SUBTOTAL	$2,724,056.11
		Engineering	326,886.89
		TOTAL	$3,050,943.00

Type Code Y004
County Shop Replacement (Phase 3)(Cont. 9188)

Subtotal on previous estimate of October 30, 1980 $6,247,976.80

Previous Estimate

Building Work	(80%)	All Required	$4,368,252.80

Revised Estimate

Building Work	(100%)	All Required	$5,460,316.00
Rockwood Water District (Water Line)		All Required	108,370.61
Rockwood Water District (Additional Piping)		All Required	1,649.70
Finished Areas at Basement		All Required	220,000.00
P.A. 2 Revise Retaining Wall Footing		Lump Sum	11,735.00
P.A. 3 Add Rebar East Retaining Wall Footing		Lump Sum	2,988.00
P.A. 5 Extra for Specification Revision Items 35 & 36		Lump Sum	23,038.00
P.A. 8 Complete Roof Drains		Lump Sum	12,824.00
P.A. 16 Sand Fill N&S Ramp	11,000 Cu. Yd.	8.75	96,250.00
P.A. 22 Sand Fill West Ramp	8,676 Cu. Yd.	8.75	75,915.00
P.A. 26 Electric Service for Coiling Doors		Lump Sum	8,919.00
P.A. 27 Chain Suspended Lights		Lump Sum	2,914.00
P.A. 29 Vent Sump Pumps		Lump Sum	3,761.00
P.A. 30 Additional Doors & Frames		Lump Sum	4,126.00
P.A. 33 Rain Drain, Fountain & Lavatory		Lump Sum	2,811.00
P.A. 35 Electrical Service		Lump Sum	2,846.00
P.A. 40 Additional Waterproofing		Lump Sum	3,025.00
P.A. 45 Revisions to Mechanical Roof Openings		Lump Sum	5,379.00
P.A. 46 Hoist Electrical		Lump Sum	2,743.00
P.A. 49 Storm Sump Pump		Lump Sum	12,145.00
P.A. 55 Revise North Ramp Slab		Lump Sum	4,755.00
P.A. 59 Shower Revisions		Lump Sum	4,080.00
P.A. 61 Haul & Place A/C	2,744 Cu. Yd.	7.249	19,891.25
EWO 1 Flagging		All Required	24,519.00
EWO 2 Remove MC Platform Scale		All Required	2,000.00
EWO 3 Dewatering		All Required	7,650.00
EWO 4 Furnish & Place Sand for Retaining Wall Footing		All Required	7,042.00

EWO 6 Storm Line Drains by Gravity	All Required	6,000.00
EWO 16 Drill Holes	All Required	10,508.00
EWO 25 Electrical Revisions	All Required	5,513.00
		$6,153,713.56
	Increase	1,785,460.76
	SUBTOTAL	$8,033,437.56
	Engineering	1,004,179.44
	TOTAL	$9,037,617.00

Length of Project --------------- 0.0 mile

Total Cost (Phase 2) --$3,050,943.00
(Interim Participating Amount 65%) --------------------------$1,983,112.00

Total Cost (Phase 3) --$9,037,617.00
(Interim Participating Amount 65%) --------------------------$5,874,451.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
(Phase 2)	$1,983,112.00	$1,828,825.00	$154,287.00
(Phase 3)	5,874,451.00	5,417,418.00	457,033.00
TOTAL	$7,857,563.00	$7,246,243.00	$611,320.00

Phase 2

Group 1-65%; Group 2-35%; Group 9-0%
Prefix: 626-1058
Contract: 9106

Phase 3

Group 1-65%; Group 2-35%; Group 9-0%
Prefix: 626-1063
Contract: 9188

Non Participating Items
County Responsibility

Excavation	111,000 Cu. Yd.	2.00	$ 222,000.00
Pit Run Material	21,000 Cu. Yd.	3.00	63,000.00
Fabric Filter	65,500 Sq. Ft.	0.75	49,125.00
Furnish Pile Driving Equipment		All Required	15,900.00
Furnish Piling	960 Lin. Ft.	22.45	21,552.00
Drive Piles	648 Lin. Ft.	1.00	648.00
Engine Diagnostic Computer with Speed Printer (Item 521)	1 Each	20,100.00	20,100.00
Chassis Dynomometer (Item 522)	1 Each	41,000.00	41,000.00
			433,325.00

Alternates

Alternate B Dynomometer Room	All Required	78,000.00
Alternate D Solar Heat System	All Required	567,000.00
Alternate E Fleet Wash	All Required	104,000.00
Alternate F Fuel Storage	All Required	0.00
		$ 749,000.00

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

December 15, 1981

CON #9188

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, OR 97209

RE: Time Extension Request
Multnomah County Maintenance &
Operations Facility - Phase III
Contract No. 9188

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 25 calendar days for phase "A" and 26 calendar days for phase "B" is granted due to the performance of added work and extra work as covered by Price Agreements 46, 49, 53, 61, 67, 68, 69, 70, 71, 72 and 80; and Extra Work Orders 20, 23, 24, 25, 27 and 28.

Sincerely,

CT Keasey

C. T. Keasey, P.E., P.L.S.
Assistant State Highway Engineer

CTK:cb

cc. H.S. Coulter (att. 1 letter)
E.L. Hardt " "
B. Shotwell " "
B. Church
FHWA " "

RECEIVED
STATE HWY ENGR
DEC 16 '81
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

Form 734-3123

FORM 81.7.14 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
9898 N. E. Hancock Drive
Portland, Oregon 97220
December 9, 1981

FILE:

RECEIVED
DEC 14 1981
CONSTRUCTION
BRANCH

ASHE
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FROM: Robert E. Shotwell
Resident Engineer

SUBJECT: MCOMF, Phase 3
Contract No. 9188
Request for a time Extension

TO: Marion Craft
Region Construction Engineer

RE RM
TE RECEIVED REM
UE RSC
SO REGION I RCI
TO

We have thoroughly reviewed Donald M. Drake's latest request for a time extension dated November 9, 1981. We have found there is adequate cause for the extension of 25 days on 108.08(a) and 108.08(b) due to the following Price Agreements and Extra Work Orders:

108.08 (a) "Substantial Completion:" Due to the delay in the permanent water supply (by others) and the numerous electrical and mechanical design deficiencies, which are: Price Agreements No's. 46, 49, 53, 67, 68, 69, 70, 71, Extra Work Orders No's. 20, 24, 25, 27, 28. The electrical contractor was delayed in pursuit of his normal contract work. The electrical changes delayed "substantial completion" at least 25 days.

108.08 (b) "Site Work:" The road work, irrigation system, and landscaping was delayed by the following:

Price Agreement No. 61: Place 2 inches of county furnished re-cycled A.C. at the request of Multnomah County. 7 days

Move South Fence 10 feet south: This was the landscape architect's error which located the fence in the ditch. 7 days

12-15-81
CTK —
I concur with Region & Project Mgr. & recommend granting a time extension of 25 C.D. for phase "A" and 26 C.D. for phase "B" due to added work and extra work.

Price Agreement No. 80: Hook main irrigation supply to domestic water requires crossing road and additional pipe. Plans called for hook up to 8" main which does not exist.	2 days
Change N.E. quadrant of irrigation system because of berm removal due to building settlement.	2 days
Price Agreement No. 72: Slope protector delayed backfill.	1 day
Price Agreement No. 68: Manholes at gastanks, delay metal edge and landscape.	1 day
Extra Work Order No. 23: Add curb to north road delayed road work and landscaping.	4 days
Backfill curb on Extra Work Order No. 23 delayed same.	2 days
Total	26 days

RES:rsr

XC: Files.

12-14-81
Recommend 25 days time extension to apply to phase "A", or Building substantial completion; and 26 days to overall contract on site work, for reasons listed in this letter.
Marion Craft

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(75)312
Multnomah County Shops

Date: November 17, 1981

From: Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Keasey's memorandum of November 6, 1981, transmitted Price Agreement No. 61 to substitute 2" of A.C. screenings for the top 2" of the roadway base rock.

We are approving this Price Agreement with the understanding that the cost of the A.C. screenings will be offset by the elimination of the cost of the base rock, and that the result will be no increase in cost to the project.

G. K. [illegible]
for Dale E. Wilken

Attachment

cc:
OSHD (C T Keasey, Const)
OSHD (J B Boyd, R/W)

RECEIVED
STATE HWY ENGR

NOV 19 '81

REFER TO Keasey

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

orig w/att.

APPROVED EFFECTIVE DATE 10/21/81
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hansen
TITLE Field Operations Engineer
DATE 11-17-81
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

OREGON STATE HIGHWAY DIVISION

Project Name	MCOMF, Phase 3	**Date**	September 16, 19 81
Highway	--	**Contract No.**	9188
County	Multnomah	**Prefix**	626-1063
Contractor	Donald M. Drake Company	**F. A. Project No.**	I-205-7(75)312
Address	1740 N.W. Flanders Street, Portland, Oregon 97209	**Price Agreement No.**	61

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Substitute 2" of County furnished A/C grindings for 2" of contract aggregate base.

Locations by station numbers:

All roadways and parking lots.

Names of pay items, estimated quantities and agreed prices:

Haul and place A/C Grindings 2,050 Cubic Yards @ $7.249/cu.yd. = $14,860.45

11/18/81
As conditioned by FHWA 11/17/81 memo to coulter.

Specifications, basis of measurement and other provisions:

Material to furnished to contractor at stockpile site west of 190th. in county pit.
Aggregate base to be graded and compacted prior to placing of A/C grindings.
The method of payment will be by truck measure.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 9,576,937.43
Present estimate of project cost, including $ 14,860.45 for work under this order	$ 9,659,846.17
Expected ~~under-run~~ over-run (amount)	$ 82,908.74
Expected ~~under-run~~ over-run (per cent)	0.86

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Signed Douglas A. Lesser 9/19/81 Contractor

Approval Recommended: Marvin Goff Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

10/8/81 Approval Recommended

Approved: Duane D. Christensen for 11/18/81 ~~Deputy State Highway Engineer~~ Assistant State Highway Engineer ~~Office Engineer~~

SP*70658-734
Form 734-1160 (Rev. 3-79)

11-9-81 OK

Date 9-29-81

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

Contract No. 9188 Section MCOMF, Phase 3 FA No. I-205-7(75)312

Type Revision PA No. 61 Amount $ 14,860.45 Funds in Author. $ 9,576,937.43

Status Total Project Author.: Over 0.86 % $ 82,908.74 Under ___ % $ ___

Explanation (why) and Comments Multnomah County requested that the top 2" of aggregate base rock be substituted ~~[illegible]~~ with their reclaimed A/C grindings. This PA compensates contractor to haul and place this material. No additional cost to project will be realized by this substitution.

Method of Payment PA Est. increase ~~decrease~~ in cost $ 14,860.45

Price checked by Cost Analyst ___ Discussed Asst. Constr. Engr. ___

Discussed with Bob Pillsbury FHWA on 10-1-81 by T. D. Simpson

Action recommended:

☒ APPROVAL ☒ PARTICIPATING ☐ NON PARTICIPATING

☐ SUBJECT TO REVIEW ☐ WITH COST JUSTIFICATION ☐ WITH SUPPORTING DATA

☐ OTHER ☐ TENTATIVE APPROVAL TO PROCEED ___

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following actions and report this action for your official records:

1) On October 2, 1981, approved an agreement with Woodward-Clyde Consultants and the Highway Division for a review of a settlement problem at the Multnomah County Operations and Maintenance Facility in Portland. Period: October 19, 1981, to November 6, 1981. Cost not to exceed $7,000. (Agreement signed by L. W. Rulien for State Highway Engineer.)

2) On October 29, 1981, approval to J. B. Boyd to execute a repair contract for $26,705 for fire damages to a restaurant on File 46383 on the Oakhill-Eugene-Springfield Section of the Florence-Eugene Highway in Lane County.

3) On November 3, 1981, approved a contract with DTRO Software for data processing services at a cost of $30,000. The contract is for a computer software package to be used by the Equipment Unit of the Highway Maintenance Section. The software package will automate and control the storeroom inventories and provide management information. The contract is for the basic product offered by DTRO and modifications that will allow it to operate under the technical constraints imposed on all users of the Executive Department computer. (Agreement signed by Fred Miller for Director.)

Dated this ____ day of ______________, 1981

Tom Walsh, Vice Chairman
Oregon Transportation Commission

9/8/

L.

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

November 9, 1981

MISC. CONTRACTS and
AGREEMENTS No. 5439

Morse Brothers
Prestress, Inc.
Portland Division
P.O. Box 68
Clackamas, Oregon 97015

RE: Disposal of Building
Materials
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311
(JAIL)

Attention: Richard K. Imper, Vice
President/General Manager

Gentlemen:

Returned herewith, is an approved copy of your offer and agreement to remove the listed building materials from the Heavy Equipment Garage at Rocky Butte.

You will receive notice to proceed with the work in accordance with the agreement.

Very truly yours,

JBBoyd

J. B. Boyd
Right of Way Manager

RK:jr
Attach.

cc: Robert Gormsen w/att.
V. E. Skoog w/att.
Ed Hardt w/att.
Jack Sollis
Arvey Nelson w/att.

Form 734-3122

L.

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Gormsen, Manager
Commission Services

DATE: October 29, 1981

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Consultant Agreement
State/Woodward-Clyde
Consultants
File 46993-A
FAP No. I-205-7(8)311
(SHOPS)

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attached is a fully executed copy of an agreement between Woodward-Clyde Consultants and the Highway Division for a review of a settlement problem at the above subject Shops facility.

JBB:jh
attach.

cc: H. S. Coulter w/attach.
E. S. Hunter w/attach.
V. E. Skoog w/attach.
Ed Hardt w/attach.
Walt Hart w/attach.
Bob Shotwell w/attach.
C. T. Keasey w/attach.
Dale Wilken w/attach.
Jack Sollis w/attach.
Tuck Wilson w/attach.

RECEIVED
STATE HWY ENGR
OCT 30 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROW 12 files

STATE OF OREGON

INTEROFFICE MEMO

DATE: October 29, 1981

TO: Bob Gormsen, Manager
Commission Services

FROM: J. B. Boyd
Right of Way Manager

JBBoyd

SUBJECT: Consultant Agreement
State/Woodward-Clyde
Consultants
File 46993-A
FAP No. I-205-7(8)311
(SHOPS)

RECEIVED

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attached is a fully executed copy of an agreement between Woodward-Clyde Consultants and the Highway Division for a review of a settlement problem at the above subject Shops facility.

JBB:jh
attach.

cc: H. S. Coulter w/attach.
E. S. Hunter w/attach.
V. E. Skoog w/attach.
Ed Hardt w/attach.
Walt Hart w/attach.
Bob Shotwell w/attach.
C. T. Keasey w/attach.
Dale Wilken w/attach.
Jack Sollis w/attach.
Tuck Wilson w/attach.

COMMENTS:
[illegible] this need
Exec. Dept approval
or filing for their info -
Fran

Form 731-0022 (6-80) SP*71282-734

JACK L. SOLLIS

COMMENTS:
this type of contract not
subject c̄ ex review - it
is under delegated authority
from General services

Form 731-0022 (6-80) SP*71282-734

MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-5000

DONALD E. CLARK
COUNTY EXECUTIVE

46993A

RECEIVED
TECHNICAL SERVICES
OCT 26 '81
REFER TO
FOR
Info | Inve | R/D | D/R | Sign | Act | File

October 22, 1981

Mr. J. Bruce Boyd, Right-of-Way Manager
Department of Transportation
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Bruce:

Multnomah County is willing to occupy the Vance Shops during the week of October 26, 1981. This willingness to occupy the facility is made in light of the assurances given to Multnomah County in your letter which was delivered to us on October 23, 1981.

Our occupancy of the facility does not in any way constitute acceptance of the facility or any part thereof. Acceptance of the facility will be made only after a final inspection reveals no facility defects.

Sincerely,

Rena Cusma

Rena Cusma
Director

RC/TG:syr
cc: Tom Guiney
John Leahy
Tor Lyshaug
Tuck Wilson

cc. F/S Coulter
E S HUNTER
C. Keasey
Ed Hardt
Bob Shotwell
WALT HART
Dale Wilken

RIGHT OF WAY ADMINISTRATION
RECEIVED
OCT 23 1981
AM ADM CA FS
INS AS CE IA

AN EQUAL OPPORTUNITY EMPLOYER

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(75)312
Multnonah County Shops

Date: October 8, 1981

From: Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Keasey's memorandum of October 2, 1981, transmitted Price Agreement No. 48 and supporting data. We approve the work but there seems to be a misunderstanding regarding the agreed Federal share for this work.

We agreed by memorandum of August 11, 1981, to Mr. Coulter, that FHWA would participate in 75% of the total cost of the 500 kw generator. This means that we will participate in 75% of the increase and 75% of the original cost.

Robert B. Hathaway
for Dale E. Wilken

cc:
OSHD (C T Keasey, Const)
OSHD (J B Boyd, R/W)

[illegible]
1 '81
REFER TO

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(75)312
Multnomah County Shops
Change Order No. 1

Date: October 2, 1981

From: Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Swan's September 28, 1981, memorandum transmitted Change Order No. 1 to the contract between Rockwood Water District and the Contractor to provide additional piping to connect the service lines to the main line. As we understand it, the connection vault was moved a short distance to miss an electrical service line and the driveway into the shops complex. This necessitated a slightly longer connection to the previously installed service line.

The Change Order is approved in the amount of $1,649.70 and advance approval to proceed with the work as of September 28, 1981, is confirmed.

for Dale E. Wilken

Attachment
Change Order No. 1 data

cc:
OSHD (D E Swan, Proj Mgmt)
OSHD (J Cartwright, R/W)

MA PDM PDE FFM SPC
- ODOT-METRO
SEP 28 1981
BM PAR PPC FILE T/A

LEE ENGINEERING, INC.

CHANGE ORDER

No. 1

Dated September 21, 1981

Owner Rockwood Water District Owner's Project No. ________

Project S.E. 190th Avenue Water Line Improve. Engineer's Project No. 345.3b

Contractor Colt Construction Co., Inc. Contract Date August 21, 1981

Contract For 12" water line

To: Colt Construction Co., Inc., Contractor

You are directed to make the changes noted below in the subject contract:

Owner Rockwood Water District

By Michael J. Baker

Date September 22, 1981

Nature of the Change:
Meter vault relocation requires extra piping, fittings and appurtenances for proper installation.

APPROVED DATE 9/28/81
DALE E. WILKEN, DIVISION ADMINISTRATOR
OREGON DIVISION
FEDERAL HIGHWAY ADMINISTRATION
BY
Field Operations Engineer

Enclosures: (Sheet No. 3 outlines changes.)

These changes result in the following adjustment of Contract Price and Contract Time:

Contract Price Prior to This Change Order	$ 127,071.30
Net (Increase)(~~Decrease~~) Resulting from this Change Order	$ 1,649.70
Current Contract Price Including This Change Order	$ 128,721.00

RECEIVED
SEP 28 1981
RR & UTILITY UNIT

Contract Time Prior to this Change Order 60 Calendar Days.

Net (Increase)(Decrease) Resulting from this Change Order 0 Calendar Days.

Current Contract Time Including This Change Order 60 Calendar Days.

The Above Changes Are Approved:

LEE ENGINEERING, INC.
Engineer

By F Dean Lee

Date 9/21/81

The Above Changes are Accepted:

Colt Construction Co., Inc.
Contractor

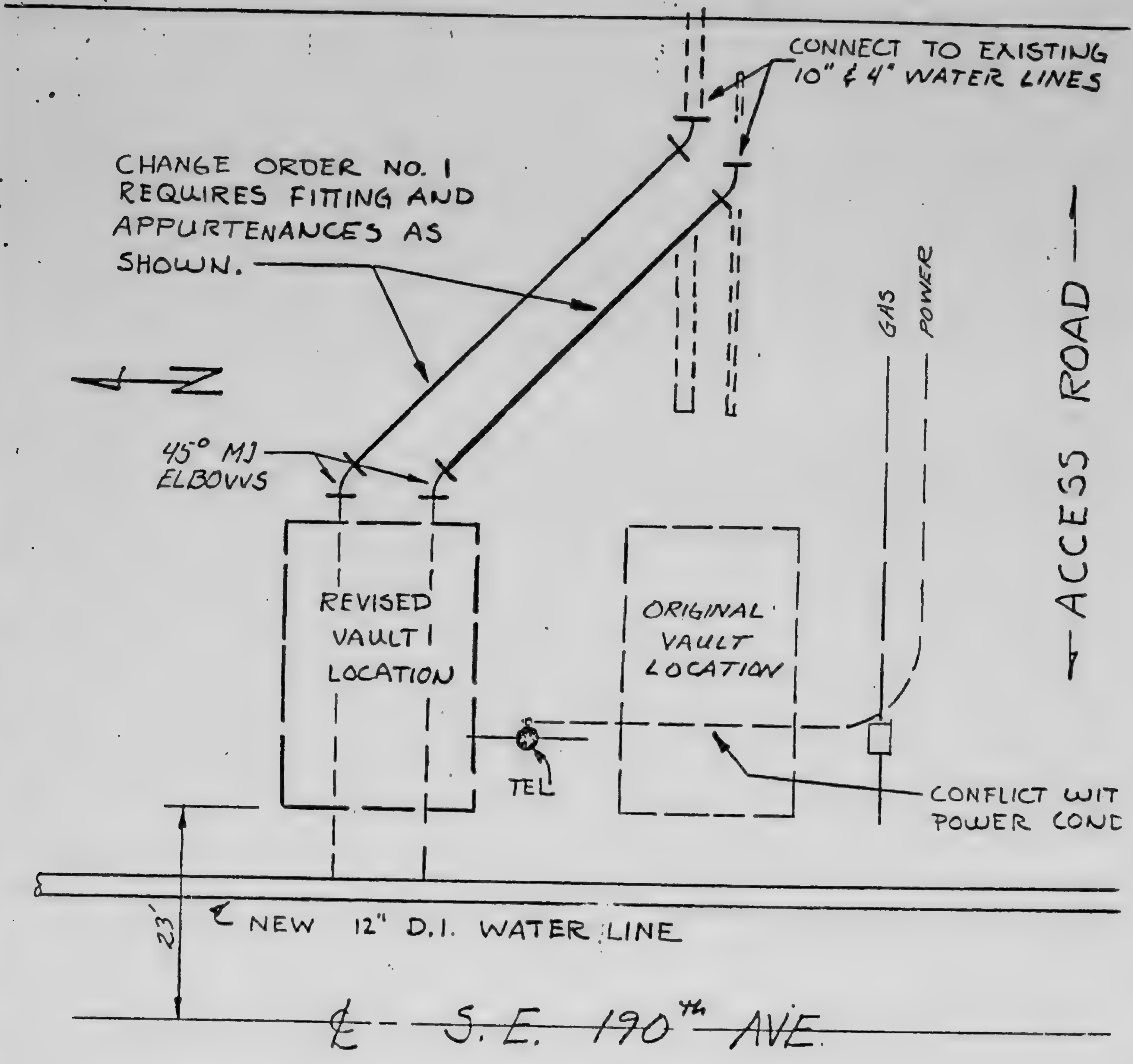
By Jim Colt

Date 9/22/81

CHANGE ORDER NO. 1

S.E. 190TH AVENUE WATER LINE IMPROVE.

		QUANTITY	LABOR	TOTAL	MATERIAL	TOTAL
1.	10" 453 MJ Elbow	2 ea.	40.00	$ 80.00	161.50	$ 323.00
2.	4" 45° MJ Elbow	2 ea.	30.00	60.00	46.75	93.50
3.	10" D.I. Class 52 Pipe	36 ft.	5.00	180.00	9.90	356.40
4.	4" D.I. Class 52 Pipe	36 ft.	5.00	180.00	3.80	136.80
5.	Thrust Blocks	4 ea.	0.00	0.00	30.00	120.00
6.	Sand Backfill	60 ft.	0.00	0.00	2.00	120.00
				$500.00		$1,149.70
TOTAL						$1,649.70


CONNECT TO EXISTING
10" & 4" WATER LINES
CHANGE ORDER NO. 1 REQUIRES FITTING AND APPURTENANCES AS SHOWN.
N
GAS
POWER
ACCESS ROAD
45° MJ ELBOWS
REVISED VAULT LOCATION
ORIGINAL VAULT LOCATION
TEL
CONFLICT WIT
POWER COND
23'
℄ NEW 12" D.I. WATER LINE
℄ S.E. 190th AVE

METER VAULT RELOCATION

N.T.S.

LEE ENGINEERING, INC.
OREGON CITY, OREGON

MADE BY RCB DATE Sept 21, 1981 SH. NO. 4
CLIENT Rockwood Water District FILE NO. 345.36
PROJECT S.E. 190th AVE WATER LINE IMPROVE

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject:	Oregon Project I-205-7(75)312 Multnomah County Shops	Date:	October 2, 1981
From:	Division Administrator	Reply to Attn. of:	HPD.3-OR
To:	Mr. H. S. Coulter, State Highway Engineer, ODOT		

Mr. Swan's memorandum of September 21, 1981, transmitted the Engineer's Estimate and cost data for the installation of water service to the Multnomah County Shops.

We have reviewed the supporting data and agree with the 85 percent share of installing a 12 inch main where only a 10 inch main was required.

We approve the contract method of providing water to the Multnomah County Shops. This memorandum also confirms the August 21, 1981, date to proceed with the work. The estimated share eligible for Federal participation is $108,370.61.

Dale E. Wilken

cc:
OSHD (D E Swan, Proj Mgmt)
OSHD (J Cartwright, R/W)

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(75)312
Multnomah County Shops

Date: September 28, 1981

From: Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Keasey's memorandum of September 10, 1981, transmitted EWO #16 to drill additional test holes in the northeast area of the building. The purpose of this work is to try to determine a cause for the building settlement in that area.

As we have stated before, we do not believe this problem is our responsibility. This problem relates to the foundation of the building and, as such, has been specifically removed from Federal participation. Accordingly, we are returning EWO #16 to you, unsigned.

G. K. Hassner
for Dale E. Wilken

Attachment
Extra Work Order #16

cc:
OSHD (C T Keasey, Const)

RECEIVED
STATE HWY ENGR
SEP 29 '81
REFER TO
FOR
Info

Form 31-734-3206

P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	MCOMF, Phase 3	**Date**	August 14, 1981
Highway	--	**Contract No.**	9188
County	Multnomah	**Prefix**	626-1063
Contractor	Donald M. Drake Company	**F. A. Project No.**	I-205-7(75)312
Address	1740 N.W. Flanders Street, Portland, Oregon 97209	**Order No.**	16

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Drill holes adjacent to perimeter wall footing for foundation investigation.

Location by station numbers:

Line "K" basement, 4 locations.

Estimate of quantities and cost:

Labor, Equipment and Materials..........................$6,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Settlement in perimeter wall requires us to investigate to determine cause and possibly take remedial action.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $9,576,937.43

Present estimate of project costs, including $6,000.00 for work under this order $9,509,035.00

Expected under-run XXXXXXX amount $67,902.43

Expected under-run XXXXXXX per cent 0.71

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: .... For: Construction Engineer or Bridge Engineer

Approval Recommended: .... Regional Engineer

Approved .... Construction Engineer T 8-24-

SP*79604-734

Multnomah County approval Donald E Clark Date 8.18.81

CHECK LIST OF INFORMATION
TO BE FURNISHED WITH PRICE AGREEMENTS, EXTRA WORK ORDERS,
AND STATE FORCE ORDERS

Region 1

Project Name MCOMF, Phase 3 Contract No. 9188

Circle One: ~~PA~~ [✓ EWO] SFO No. 16

		Check Information Furnished	
		RESIDENT ENGR	REGION
Description of work to be done.		✓	
Reasons why work is necessary.		✓	
Has work started:	Yes	#	
	No		
	Date Started		
Cost justification for price agreements.		NA	
Credit for salvaged material:	None	✓	
	Material list attached		
	To be determined later		
Salem headquarters approval:	Not received	#	
	Date received		
	Who discussed		
FHWA approval:	Not received	#	
	Date received		
	Who discussed		
Required signatures on order form.		✓	

Comments: # See attached half slip

EWO #16

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

Contract No. 9188 Section MCOMF, Phase 3 FA No. I-205-7(25)312

Type Revision EWO No. 16 Amount $ 6,000.00 Funds in Author. $ 9,576,937.43

Status Total Project Author.: Over ___ % $ ___ Under 271 % $ 67,902.43

Explanation (why) and Comments This EWO was written to cover costs to drill and sample foundation material adjacent to building wall footing that is settling.

Method of Payment EWO Est. increase ~~decrease~~ in cost $ 6000.00

Price checked by Cost Analyst ___ Discussed Asst. Constr. Engr. ___

Discussed with Marvin Craft on 8-14-81 by R.E. Shotwell

Action Recommended:

☑ APPROVAL
☐ SUBJECT TO REVIEW
☐ OTHER

☐ PARTICIPATING
☐ WITH COST JUSTIFICATION
☐ TENTATIVE APPROVAL TO PROCEED ___

☐ NON PARTICIPATING
☐ WITH SUPPORTING DATA

ROW 18-4

September 21, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTN: Robert W. Pillsbury

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Water Service Installation
Rockwood Water District
Multnomah County Maintenance and
Operations Facility (Phase 3)
East Portland Freeway
Multnomah County
Project No. I-205-7(75)312

RECEIVED
TECHNICAL SERVICES
SEP 23 '81
REFER TO
FOR

Info	Inve:	R/D	D/R	Sign	Act	File

Here is a copy of an Engineer's Estimate, dated July 21, 1981, of the cost to Rockwood Water District for the installation of water facilities required to serve the Multnomah County Maintenance and Operations Facility being constructed on S.E. 190th Avenue.

It was previously discussed and decided that Rockwood Water District would install a 12-inch water main. A 10-inch water main was justified as the size required to service the County facility. The State agreed to pay the District a percentage of the actual cost of installing the 12-inch main based on an Engineer's comparative estimates for a 10-inch and a 12-inch main. The Engineer's estimate submitted reflects the comparative costs and shows the State's obligation as 85% of the cost of installing the 12-inch main. The cost of other water facilities required for the service but not related to the oversizing is to be fully reimbursed. Gary Kennen, Metropolitan Utilities Engineer, has prepared a breakdown of water facility items showing the State's obligation for reimbursement. A copy of Mr. Kennen's cost breakdown is attached.

The District, with State's approval, elected to let a contract for the installation of the water service facilities. The District does not have sufficient forces to perform the work. The work was let to open bid. Fourteen contractors received plans and specifications. Bids were received from eleven contractors on July 14, 1981. The low bidder was Colt Construction, Inc. in the amount of $127,071.30. The State has concurred in the low bid. Mr. Kennen's cost breakdown, based on the low bid, shows the State's obligation to be $108,379.61.

Your approval of the contract method of providing the water service, Federal participation in the installation costs, and confirmation of your advanced authorization to proceed with the work as of August 21, 1981 is requested. Estimated cost to the State is $108,370.61.

JMC/DEW/llr

cc: E. S. Hunter
J. B. Boyd
Jack M. Cartwright
Gary Kennen

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(75)312
Multnomah County Shops

Date: September 15, 1981

From: Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Keasey's memo of September 10, 1981, transmitted copies of EWO #15 for the shop building. This is for cutting inspection holes in the floor slab in conjunction with the settlement problem.

As you are aware, we have limited our participation in this project. We did this, in part, because we did not feel that an old garbage dump was a reasonable site for a major building and would result in problems. We, therefore, have not gone along with any items relating to foundations over and beyond what could be anticipated at a "normal" site.

It appears to us that the settlement of the northeast section of the building can be attributed to poor foundation material. Although there is a problem, and it must be solved, we believe that it is beyond the scope of what we agreed to participate.

Accordingly, we are returning, unsigned, EWO #15. We also do not plan to participate in subsequent agreements to correct the settlement problem.

G. K. [illegible]
for Dale E. Wilken

Attachment

cc:
OSHD (C T Keasey, Const)
OSHD (J B Boyd, R/W)

RECEIVED
STATE HWY ENGR
SEP 15'81
REFER TO
[illegible]
FOR

Form 81-734-3208

P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name MCOMF, Phase 3
Date August 11, 1981
Highway ---------------------------------------
Contract No. 9188
County Multnomah
Prefix 626-1063
Contractor Donald M. Drake Company
F. A. Project No. I-205-7(75)312
Address 1740 N.W. Flanders Street, Portland, Oregon 97209
Order No. 15

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Cut inspection holes in SOG (basement) remove concrete and foundation material. Replace same after inspection.

Approval Recommended as of

Location by station numbers:

Adjacent to line "K" in basement.

Estimate of quantities and cost:

Labor, Equipment, and Materials..........................$4,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Foundation of building is settling. Inspection of material under footing is necessary to determine what corrective measures should be made.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization . . . . $ 9,576,937.43
Present estimate of project costs, including $4,000.00 for work under this order $ 9,498,149.00
Expected under-run ~~XXXXXXXX~~ amount . . . . . . $ 78,788.43
Expected under-run ~~XXXXXXX~~ per cent 0.82

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer
For:

Approval Recommended: Regional Engineer

Approved Construction Engineer
8-24

SP*79604-734

Multnomah County approval Date 8/21/81

Form 81-134-3306

P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name MCOMF, Phase 3
Date August 11, 1981
Highway --
Contract No. 9188
County Multnomah
Prefix 626-1063
Contractor Donald M. Drake Company
F. A. Project No. I-205-7(75)312
Address 1740 N.W. Flanders Street, Portland, Oregon 97209
Order No. 15

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Cut inspection holes in SOG (basement) remove concrete and foundation material. Replace same after inspection.

Location by station numbers:

Adjacent to line "K" in basement.

Estimate of quantities and cost:

Labor, Equipment, and Materials........................$4,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Foundation of building is settling. Inspection of material under footing is necessary to determine what corrective measures should be made.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 9,576,937.43
Present estimate of project costs, including $4,000.00 for work under this order	$ 9,498,149.00
Expected under-run XXXXXXXX amount	$ 78,788.43
Expected under-run XXXXXXX per cent	0.82

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: .... For Construction Engineer or Bridge Engineer

Approval Recommended: .... Regional Engineer

Approved .... Construction Engineer
8-24-81

SP*79604-734

Multnomah County approval ________ Date 8/12/81

L.1

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(75)312
Multnomah County Shops

Date: September 3, 1981

From: Division Administrator

Reply to Attn of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We are returning, unsigned, Extra Work Order #14 for perf pipe on the above project.

The site of this project was chosen for the benefit of the County. It was expected to be, and has been, a problem for all phases of construction. Recognizing that this was not a typical building site, we stated in the beginning that we would not pay any additional costs to the project because of the use of this site.

In reference to the grading we are participating only in 18" of base and a nominal pavement. The pavement is not expected to be placed immediately because settlement is anticipated.

While we recognize that there is a serious problem in building a service road over this soft area, we believe the solution is not our responsibility.

for Dale E. Wilken

Attachment

cc:
OSHD (C T Keasey, Const)
OSHD (J B Boyd, R/W)

Form 81-73A-3208

P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name MCOMF, Phase 3 Date August 7, 1981
Highway -- Contract No. 9188
County Multnomah Prefix 626-1063
Contractor Donald M. Drake Company F. A. Project No. I-205-7(75)312
Address 1740 N.W. Flanders Street, Portland, Oregon 97209 Order No. 14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and place 6" perf. pipe.
Furnish and place drain rock

Location by station numbers:

Access Road "A" from North Ramp to Access Road "D".

Estimate of quantities and cost:

Perf. Pipe and Drain Rock	
914 lin. ft. perf pipe	$1,554.00
670 Cu. Yds. Drain Rock	8,040.00
Labor	4,543.00
Total	$14,137.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Saturated silt in roadway section requires additional measures be taken to stabilize the roadway.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 9,576,937.43
Present estimate of project costs, including $ 14,137.00 for work under this order	$ 9,477,512.00
Expected under-run XXXXXXXXX amount	$ 99,425.43
Expected under-run XXXXXXXXX per cent	1.04

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

Approved For Construction Engineer 8/14/81

SP*79604-734

Multnomah County approval Donald E Clark Date 8.10.81

Form 81-734-3208

P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	MCOMF, Phase 3	Date	August 7, 1981
Highway	--	Contract No.	9188
County	Multnomah	Prefix	626-1063
Contractor	Donald M. Drake Company	F. A. Project No.	I-205-7(75)312
Address	1740 N.W. Flanders Street, Portland, Oregon 97209	Order No.	14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and place 6" perf. pipe.
Furnish and place drain rock

Location by station numbers:

Access Road "A" from North Ramp to Access Road "D".

Estimate of quantities and cost:

Perf. Pipe and Drain Rock

914 lin. ft. perf pipe	$1,554.00
670 Cu. Yds. Drain Rock	8,040.00
Labor	4,543.00
Total	$14,137.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Saturated silt in roadway section requires additional measures be taken to stabilize the roadway.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 9,576,937.43
Present estimate of project costs, including $ 14,137.00 for work under this order	$ 9,477,512.00
Expected under-run XXXXXXXX amount	$ 99,425.43
Expected under-run XXXXXXXX per cent	1.04

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Marie Croft Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

Approved For Duane Christensen 8/11/81 Construction Engineer

SP*79604-734

Multnomah County approval Donald E Clarke Date 8.10.81

P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name MCOMF, Phase 3 Date August 7, 1981
Highway -- Contract No. 9188
County Multnomah Prefix 626-1063
Contractor Donald M. Drake Company F. A. Project No. I-205-7(75)312
Address 1740 N.W. Flanders Street, Portland, Oregon 97209 Order No. 14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and place 6" perf. pipe.
Furnish and place drain rock

Location by station numbers:

Access Road "A" from North Ramp to Access Road "D".

Estimate of quantities and cost:

Perf. Pipe and Drain Rock	
914 lin. ft. perf pipe	$1,554.00
670 Cu. Yds. Drain Rock	8,040.00
Labor	4,543.00
Total	$14,137.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Saturated silt in roadway section requires additional measures be taken to stabilize the roadway.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 9,576,937.43
Present estimate of project costs, including $ 14,137.00 for work under this order	$ 9,477,512.00
Expected under-run ~~XXXXXXXX~~ amount	$ 99,425.43
Expected under-run ~~XXXXXXXX~~ per cent	1.04

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

Approved For 8/14/81 Construction Engineer

SP*79604-734

Multnomah County approval Donald E Clark Date 8.10.81

L. 7

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 13, 1981

In Reply Refer to
File No.:

Mr. Tom Guiney, Program
Management Specialist
Multnomah County
Division of Operations and
Maintenance
9659 NE Hancock Drive
Portland, OR 97220

RE: Generator Participation
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

Dear Tom:

I am finally able to reply to your letter of February 25, 1981, that establishes the percentage of functional replacement in the standby generator. I am attaching correspondence that you may not have seen in order for you to understand the process that has been followed.

We are agreeing by a copy of this letter to revise the terms of Supplement No. 5 to the Phase III Agreement as it relates to the standby generator. If the final payment to the contractor is greater than $40,000 as indicated in the contract with Drake, the Highway Division will participate in 75% of the cost of the 500KW generator.

Our Chief Counsel, Mr. Jack Sollis, is not available today and it may be necessary to actually provide an additional Supplement to revise the terms of the Supplemental Agreement No. 5. I will not do this unless he deems it necessary.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jr
Attachments
cc: E. S. Hunter ✓
Jack Sollis
Ed Hardt w/att.
Bob Shotwell w/att.
Tuck Wilson w/att.
D. E. Wilken

RECEIVED
TECHNICAL SERVICES
AUG 13 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

ROW 1

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 27, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

JBBoyd

SUBJECT: Generator Participation
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

I have received your reply on the request for additional participation in an extra cost for the generator at the Public Works Facility. I am attaching copies of my original correspondence, which indicates the issue of 350 KW verses 500 KW and not a cost estimate of $40,000 and 75% of that figure. In fact, in my memo of June 30, my estimate of the cost was $50,000. You will note that we received bids on this project in August and my letter of request was written to you the day previous to the award of the contract which was September 25, 1980.

My position is that it was always our contention and justified based on a series of studies, review by our electrical people, and review by all parties to this difficult problem, that it was a 75/25 split. The only place that the $30,000/$10,000 split occurred was after the bid had been received and we were unaware of the technical specification detail. It was our thought at that time that we had in fact a valid price and utilized that valid price in our discussions and your letter of October 1 was predicated on a total dollar value of $40,000 that was the bid figure.

I again request your concurrence if in fact a price agreement is required that we return to the 75/25 split for functional replacement and County betterment.

Copies of the correspondence which pertains to this are attached for your further study.

JBB:jh
attach.
cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

RECEIVED
DOT DIRECTOR
JUL 27 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

RECEIVED
~~STATE HWY ENGR~~
JUL 24 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Subject: Oregon Project I-205-7(8)311 SHOPS
Multnomah County Shops

Date: July 21, 1981

From: Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Boyd's memorandum of July 14, 1981, requested that we increase our approved limiting share for the 500 kw standby power generator at the shops.

The request states that there were some problems in the bid documents regarding whether the generator was 500 kw or 500 kva and you have determined that the State is liable for some extra costs. You believe that, since we agreed to pay 75% of the original cost, we should now pay for 75% of the adjusted cost.

As you will recall, we were very concerned originally about paying for new generators when there were generators at the existing shop. We were finally persuaded that the old ones were needed while the new building was being constructed, and afterwards until the jail was moved.

We then objected to the size of the proposed generator in that much of the power requirements were for areas that were nonparticipating. We were shown, and accepted, that a 350 kw generator would be required as a minimum. We then agreed to participate in the cost of a 350 kw generator and let the County pick up the difference between that and a 500 kw generator that they wanted. Cost figures were furnished and it was determined that the 350 kw generator cost about $30,000. This then became our limiting amount. This figure was requested in Mr. Boyd's September 23 and 24, 1980, memos and approved by our memo of October 1, 1980.

While we recognize that there have been some problems with the specifications, the fact remains that our share of the cost was based on the estimated price of a 350 kw generator. There appears to be no valid reason for changing our original agreement to limit our participation to $30,000.

Robert B. Hathaway
for Dale E. Wilken

cc:
OSHD (J B Boyd, R/W)

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 14, 1981

TO: Dale Wilken, Division Administrator
Federal Highway Administration

J B Boyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Generator Cost
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

Prior to the award of the general contract on the shops building the State, Federal Government, and County had many discussions relating to the responsibility of the functional replacement as it pertained to the standby generator. As we worked with the problem a decision was finally made that based on the load characteristics and the needs of the building that 75% of the generator should be paid for as functional replacement, 25% of it should be County betterment. In Supplemental Agreement No. 5 to Phase III dated February 12, 1981, the 75%/25% split was converted to dollars. $40,000 being the bid price of the generator and $30,000 being the functional replacement portion of it.

The specifications have been questioned during the process of bidding as the plans and specifications do not agree. The plans indicate a 500KW generator and the specifications in the bid list indicate a 500KVA generator. The contractor has been required to provide a 500KW generator as that is the design needs of the building. This has gone through a period of study by our Construction Engineer and by our Attorney, Mr. Jack Sollis. The end result of all the negotiations is that we in fact are receiving a 500KW generator and the price that is indicated in the bid is for a 500KVA generator. From all the review, it appears under the contract we are obligated to pay the contractor extra for furnishing the 500KW generator and I recommend that we abide by the 75%/25% split as originally agreed to, as opposed to the conversion to dollars of $40,000 and $30,000. $40,000 being the total bid and $30,000 being that portion approved for functional replacement. I request that you approve that we pay 75% of the final cost of the 500KW generator as being the equitable value of a functional replacement.

Mr. Bob Shotwell, Resident Engineer, is continuing to work on the final billing for the generator. He has not completely checked the cost, but it appears the final cost for the 500KW generator will be approximately $60,000 or an additional $15,000 of functional replacement.

JBB:jh

cc: F. B. Klaboe ✓
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
Carroll Keasey
Ed Hardt
Bob Shotwell
Tom Guiney
Tuck Wilson

#7188

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(8)311 SHOPS
Multnomah County Shops

Date: August 11, 1981

From: Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

In response to Mr. Boyd's July 27, 1981 memorandum on the standby generator, we concur that we will participate in 75 percent of the cost of the 500 kw generator.

Robert B. Hathaway
for Dale E. Wilken

cc:
OSHD (J B Boyd, R/W)

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9183

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. L
I-205-7(75)312

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00062

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
5/19/81

8. FEDERAL ROUTE NUMBER
Interstate 205

9. STATE ROUTE NUMBER
Primary 64

10. GENERAL LOCATION:
Multnomah County Maintenance and Operations Facility (Phase III)

11. GENERAL DESCRIPTION OF WORK
Right of Way - Functional Replacement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Rockwood Water District

13. REMARKS

As requested in Mr. Swan's June 1, 1981, memo this will confirm the advance approval date and authorization to proceed effective May 19,1981, with the Rockwood Water District. Since Rockwood Water District does not have adequate forces to perform the necessary work, I approve the agreement with Lee Engineering, Inc. to provide the final design and construction engineering services on an actual cost basis estimated to be $20,000 - Federal Funds $13,000. (Interim participating amount 65%)

Federal-aid funds will be eligible for only that amount of work to provide the required quantity of water for the shop building.

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO
Mehren
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
8/5/81

15. SIGNATURE OF APPROVING OFFICIAL
G. K.

16. TITLE
for DIVISION ADMINISTRATOR

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9188

L.

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

June 22, 1981

In Reply Refer to
File No. CON 5 #9188

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, OR 97209

Re: Time Extension Request
Multnomah County Maintenance &
Operations Facility - Phase III
FAP No. I-205-7(75)312
Contract No. 9188

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 39 calendar days for both Phase "a" and Phase "b" is granted due to delay in erection of precast members by the Phase II contractor. Your request was for an additional 76 calendar days for both project phases. Our review of project records, activities and schedules indicates the resulting delay to be 39 calendar days and the contract completion times are accordingly adjusted by that amount. The revised specified completion time for Phase "a" is 369 calendar days and for Phase "b" is 429 calendar days.

Should you desire to submit additional data or to further review this matter, please contact Resident Engineer Shotwell.

Sincerely,

NOTED
H.S. COULTER

O. B. Jackmond
For C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
Robert Shotwell "
FHWA "
Bob Church

RECEIVED
STATE HWY ENGR
JUN 22 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734 3122

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: June 18, 1981

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: MULT. CO. MAINT. & OPERATIONS FACILITY
(PHASE 3)
Contract No. 9188
Time Extension Request

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JUN 19 1981
CONSTRUCTION
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Attached is a time extension request from the contractor, Donald M. Drake, for 76 days for both phase "a" and phase "b". Some of the pertinent dates for this contract are:

Date of Award		9-25-80
Calendar Workday starts		10-8-80
1st Notif.- Work started		10-6-80
Time allowed	Phase a	330 CWD
	Phase b	390 CWD

In addition, the special provisions stated that the precast member contractor should complete erection in areas 1 through 6 of the Erective Sequence plan not later than October 31, 1980, and should complete all precast member erection not later than December 31, 1980.

The work to be done in areas 1-6 by the Phase 2 contract, the precast member contractor mentioned above, was not finished until January 15, 1981. The time from October 31, 1980 to January 15, 1981 is 76 days, and Drake's time extension request is for these 76 days, claiming the work to be done in these areas was critical to his progress. After we got the request from Drake, Bob Shotwell and I met with Douglas Grassman, the project manager for Drake, and asked for more information to show that he was entitled to the entire 76 days. The attached May 22, 1981 letter and schedule is the result of that request, and the contractor again claims he should be returned the 76 days. Bob Shotwell has reviewed his project diaries and the contractor's work, and as explained in his letter of June 5, 1981, states that there was a considerable amount of critical path work going on during that time, in areas 2, 4, and 5, that was necessary for the ultimate completion of the project. Bob has recommended a 39 day time extension be granted.

My recommendation is to grant 39 days to both phases on this project.

6-19-81

CTK -
I concur with Region and Resident to grant 39 C.D. for both phases of job.

MC/gw
Attachment
cc Bob Shotwell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
9898 N.E. Hancock Drive
Portland, Oregon 97220
June 5, 1981

FILE:

FROM: Robert E. Shotwell
Resident Engineer

TO: Marion Craft
Region Construction Engineer

SUBJECT: Time Request
MCOMF, Phase 3
Contract No. 9188

RE RME RCE BE
RECEIVED RSM
1981 RSC
REGION I

The delay in precast topping as shown on the contractor's schedule and supported by diaries was 39 days. During this period from October 31, 1980 (date shown in specifications when areas 1-6 would be complete) to December 8, 1980 the only major work performed was excavation for and placement of footings for retaining walls.

The topping work was critical to other building work and could not be performed due to erection delays.

The contractor claims delays because he was not able to work in areas 1 and 3 which are the heaviest construction areas for wall, floors etc because of the many rooms in those areas. However work was done in areas 2, 4 and 5 which was also necessary for the ultimate completion of the building. The 76 day claim would be valid only if the erection delays had denied D.M. Drake from any work on the building until all erection was complete. Although areas 1 and 3 contained most of the work I cannot justify the full 76 day extension due to the work accomplished in areas 2, 4 and 5.

I would therefore recommend that period from October 31, 1980 to December 8, 1980, or 39 days be granted.

RES:rsr

XC: File.

#9178

ROW 18-4

June 1, 1981

TO: Mr. D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: Robert W. Pillsbury

FROM: D. E. Swan D E Swan
Operation Programming Engineer

SUBJECT: Engineering Services Agreement
Rockwood Water District/Lee Engineering, Inc.
Multnomah County Maintenance and Operations Facility
(Phase III)
East Portland Freeway
Multnomah County
Project No. I-205-7(75)312

RECEIVED
TECHNICAL SERVICES
JUN 2 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Reference is made to my letter of January 19, 1981 which transmitted a fully-executed copy of an Engineering Service Agreement between Rockwood Water Dst. and Lee Engineering, Inc. dated December 19, 1980. The Agreement provides for engineering services required by the District to supply water service to the Multnomah County Maintenance and Operations Facility. My letter of Jan. 19, 1981 also requested approval of preliminary engineering services.

Here is a fully-executed copy of an addendum to the Engineering Service Agreement which provides for final design, bidding and engineering services during construction. Rockwood Water District does not have sufficient engineering staff to accomplish the engineering work required to provide water service to the Multnomah County facility.

The engineering services will be provided on an actual-cost basis at rates specified in Exhibit A-1 to the Engineering Service Agreement.

It has been tentatively agreed that the State will pay the total cost of the installation of meter vault and back-flow prevention devices required to serve the County's facility and a percentage of the cost of installing the 12-inch water line from Division to Yamhill Streets. The percentage of cost of the water line installation will be based on the cost of installing a 10-inch line vs. the cost of installing a 12-inch line. Final approval of the division of cost is subject to review of the estimate of cost and plans being prepared by Lee Engineering, Inc.

Since the cost engineering services required for the design and installation of a 10-inch line and a 12-inch line would be virtually the same, it is the State's intention to pay for 100% of the engineering services supplied by Lee Engineering.

Your approval of the addendum to the Engineering Service Agreement and confirmation of your verbal authorization to proceed with the final engineering services as of May 19, 1981 under the Provisions of FPM 30-4 and FHPM 6-1-2 is requested. Estimated cost to the State for final design and construction engineering is $20,000.

DES/JMC/vlw
cc: E. S. Hunter
Jack M. Cartwright
Robert Shotwell
Gary Kennen
Rich Evans

Form FHWA 121 (1/80) L.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(75)312
Multnomah County Shops

Date: March 31, 1981

From: Acting Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Returned herewith is Price Agreement No. 5 for additional costs for bridge cranes which has been approved.

You are correct in your assessment that the bridge cranes are separate from the building costs and therefore eligible for federal aid participation.

G. K. Hossner
for Robert B. Hathaway

Attachment

cc:
OSHD (C T Keasey, Const)
OSHD (J B Boyd, R/W)

RECEIVED
STATE HWY ENGR
APR 6 '81
REFER TO
FOR
Info Inves [illegible] [illegible] [illegible] Act File

APPROVED EFFECTIVE DATE 3/30/81
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Dessner
TITLE Field Operations ~~Engineer~~
DATE 3-31-81
FEDERAL HIGHWAY ADMINISTRATION

Form 81-734-1180 (Rev. 8-73)

STATE COPY

P

DONALD M. DRAKE
JAN 16 1981

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name	MCOMF, Phase 3	Date	January 14, 1981
Highway	--	Contract No.	9188
County	Multnomah	Prefix	626-1063
Contractor	Donald M. Drake Co.	F. A. Project No.	I-205-7(75)312
Address	1740 N.W. Flanders Street, Portland, Oregon 97209	Price Agreement No.	5

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Revise specification to include minimum hook height of 15' - 6" on 3 bridge cranes Bid Items No's. 35 & 36.

Locations by station numbers:

Building.

Names of pay items, estimated quantities and agreed prices:

Revise Spec's Items 35 & 36 --------- Lump Sum------------$23,038.00

Specifications, basis of measurement and other provisions:

Specifications Section 11010.F apply.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$9,576,937.43
Present estimate of project cost, including $23,038.00 for work under this order	$9,237,121.00
Expected under-run XXXXXXX (amount)	$339,816.43
Expected under-run XXXXXXX (per cent)	3.5

Space in right of this line is for use of Salem Office

Submitted by: Resident Engineer

Signed Contractor

Approval Recommended: Marion Goff Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: 2-5-81 Deputy State Highway Engineer Assistant State Highway Engineer or Office Engineer

SP*79603-734

Multnomah County Approval Donald E Clark Date 1/22/81

1159

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(76)312

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00063

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/25/81

8. FEDERAL ROUTE NUMBER --------------------

9. STATE ROUTE NUMBER ---------------

10. GENERAL LOCATION:
Portland/Multnomah Justice Center Phase III

11. GENERAL DESCRIPTION OF WORK
R/W Functional Replacement - Building Construction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's March 23, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $49,197,710 with interim Federal participation limited to $30,397,982.

A signed copy of the Title Sheet is returned herewith.

APR 7'81
REFER TO
FOR
Info
File

14. DATE 3/25/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE Assistant Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

ROW 12 2.

STATE OF OREGON

INTEROFFICE MEMO files

TO: Bob Gormsen, Manager
Commission Services

DATE: March 19, 1981

FROM: J. B. Boyd
Right of Way Manager

J B Boyd

SUBJECT: Distribution
Supplemental Agreement No. 5
to Phase III
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

MISC. CONTRACTS and
AGREEMENTS No. 5139

I am transmitting to you, one original executed copy of the above subject agreement for the official files of the Oregon Department of Transportation. I am also transmitting copies of this agreement to all persons utilizing the agreement.

JBB:jh
attach.

cc: Chairman Yturri
Tom Walsh
F. B. Klaboe
H. S. Coulter w/attach.
E. S. Hunter w/attach.
D. H. Moehring w/attach.
V. E. Skoog w/attach.
E. J. Valach w/attach.
Ed Hardt w/attach.
Bob Shotwell w/attach.

[illegible]

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311 SHOPS
Multnomah County Shops

Date: February 24, 1981

From: Acting Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Boyd's February 11, 1981, memorandum furnished a copy of a proposed billing agreement with the County and with an additional memorandum of February 17, 1981, asked that we reconsider our position on two areas contained therein.

> 1.c. Corporate Yard. We have previously furnished you with a figure which we feel is a fair and just compensation for the area. Our figure of $37,500 contained in our memorandum of October 1, 1980 was based on reasonable quantities and prices for the work. We believe $37,500 is a fair value for the work and that is all we will approve.
>
> 1.d. Escalation Factor. We have agreed previously to use the published ENR index to determine an escalation factor for our share of the work. The figure which we have worked with all the time has used a 1967 base. We see no reason to change at this point and cannot concur in your proposal to change base years.

In addition to the above two points, we looked over the text of the proposed agreement. Contained therein are percentages reflecting shares of the costs attributable to the various governmental agencies. We will not be able to concur in the stated splits until they are justified in detail.

Original Signed By
E. J. VALACH

E. J. Valach

cc:
✓OSHD (J B Boyd, R/W)

cc: Tom Walsh
F. B. Klaboe ✓
Tuck Wilson

RECEIVED
[illegible]
FEB 26 '81

RIGHT OF WAY ADMINISTRATION
RECEIVED
FEB 26 1981
AM ADM RBR CA
S AS CE OS TA
1 2 3 4

February 17, 1981

TO: E. J. Valach, Acting Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Additional Justification
Supplemental Agreement No. 5 to Phase II
Multnomah County Operations & Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

I discussed my letter of February 11 with Mr. Glen Green, Mr. Bob Pillsbury, Mr. John Wichman and Mr. Tom Walsh in a meeting at the Portland Office. Mr. Green and Mr. Pillsbury neither one thought that I had properly justified either of the items shown in my letter to you on February 11. My additional justification is as follows:

1c Corporate Yard, $50,000. As I indicated in my earlier letter, the Corporate Yard has been estimated in several different ways in the past year. The County attempting to justify additional monies with which they might complete their corporate yard at some future time and the State and the Federal Highway Administration attempting to determine what is just and reasonable. Attached is a summary of our various discussions so that they are all in one comparative table.

I. This is an estimate submitted by me by Multnomah County in August of 1980 and rejected by me on the basis that we did not have responsibility for any more than .81 of an acre of the 1.88 acre corporate yard said .81 acre being the remainder from 6.3 acres originally agreed to in our agreements.

II. This estimate is a resubmittal by Multnomah County contending that if the entire corporate yard was not built and only .81 of an acre was built the additional area would have to be landscaped and grassed in accordance with the plans for the development

[illegible]

submitted in the original planning commission submittal. This submittal included the corporate yard and was before it became understood that the spoil pile interfered with Multnomah County's completion of the project.

III. Estimate as returned approved by the Federal Highway Administration based on the removal of the fine grading requirement, all of the landscaping and irrigation and deleting 80 feet of the additional fence. On the theory that there was not any justification for landscaping, etc. in the corporate yard area because of obvious surrounding properties, etc. This appears to be a contradiction of the planning commission's approval of the original plan.

IV. This was an estimate submitted by me to support a $50,000 settlement of several problems including the corporate yard which were contained in my Supplemental Agreement No. 5 to the Phase III Agreement. This estimate was based on a total corporate yard being built at some time in the future and then our responsibility ending with a proration of .81 of an acre of parking versus 1.88 acres of parking under the finished yard proposal. I contended that by this figure being $53,458 that the settlement of $50,000 was justified.

V. This estimate was prepared after discussions with Mr. Glen Green in which he felt strongly that I could not support and Multnomah County could not support the fact that when the corporate yard is built that additional landscaping on the North and South boundary and the East boundary would be required by the planning commission. He furthermore rejected accepting the planning commission's ruling. I realize that the planning commission is a creature of Multnomah County but generally their decisions are based on an entirely different perspective than ours. Without requesting a hearing, I cannot determine the factual relationship between the need to landscape the perimeter of the corporate yard and the eventual result. I have removed all of the landscaping and the irrigation and find that there still is a reasonable proportion of work to be done which indicates that our responsibility is in the amount of approximately $45,000. The $45,000 cost doesn't include any contingencies, escalation or engineering. I again request your concurrence in the final figure of corporate yard credit of $50,000 as being reasonable.

1d. Mr. Green contends that all escalation factors generally follow a base of around 1967. In looking over the data that I have available to me it appears that 1967 is fairly well accepted by several of the indices as a base year. However, I am including the pages from the Engineering News Record which we utilized in determining the national building cost index and find that on the same page they utilize both indices but the U. S. 20 cities' average published monthly indicates a 1913 base year. I have attached ten copies of ENR pages showing the consistent use of the 1913=100 index. I again request that because of this dichotomy that we accept the 1913 ENR base for analyzing our participation in the Multnomah County Operations and Maintenance Facility Building.

JBB:jr

bc: Tom Walsh w/att.
F. B. Klaboe
H. S. Coulter
E. S. Hunter w/att.
D. H. Moehring
V. E. Skogg
Glen Green w/att.
Bob Gormsen

Form 81-780-3040

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

CORPORATE YARD ESTIMATE COMPARISON SHEET
J. B. Boyd 2/13/81

			I			II			III			IV			V		
		UNIT	COST			COST	AMOUNT	TOTAL	COST	AMOUNT	TOTAL	COST	AMOUNT	TOTAL	COST	AMOUNT	TOTAL
Excavation		cyds	2.75	4,511	12,405	2.00	2,722.56	5,445.12	2.00	2,722.56	5,445.12	2.75	4,553	12,521.00	2.00	4,553	9,106.0
Base		cyds	8.00	4,511	36,088	8.00	1,828.28	14,626.24	8.00	1,828.28	14,626.24	8.00	4,553	36,424.00	8.00	4,553	36,424.0
Fine Grade		sq. ft.	0.15	81,200	12,180	0.15	81,200.00	12,180.00				0.15	81,893	12,284.00	0.15	81,893	12,284.0
Paving		sq. ft.	0.45	32,909	14,809	0.45	32,909.00	14,809.05	0.45	32,909.00	14,809.05	0.45	81,893	36,852.00	0.45	81,893	36,852.0
Ditches		lin. ft.	4.42	880	3,887	4.42	880.00	3,889.60				4.42	880	3,890.00	4.42	880	3,890.0
Fence		lin. ft.	15.00	280	4,200	15.00	280.00	4,200.00	15.00	280.00	3,000.00	15.00	280	4,200.00	15.00	280	4,200.0
Trees		each	140.00	30	4,200	140.00	30.00	4,200.00				140.00	30	4,200.00			
Hedges		each	50.00	104	5,200	50.00	104.00	5,200.00				50.00	104	5,200.00			
Irrigation		L. S.	8,750.00	1	8,750	8,750.00	8,750.00	8,750.00				8,750.00	1	8,750.00			
Top Soil		sq. ft.				0.23	48,291.00	11,106.93									
Seeding Mix		sq. ft.				0.08	48,291.00	3,863.28									
Lawn Irrigation		sq. ft.				0.25	48,291.00	12,072.75									
					101,719			100,342.97			37,880.41			124,321.00			102,756.0
														x .43			x .4
														53,458.03			44,185.0

I Estimate presented by Multnomah County 8/18/80 rejected by State

II Estimate presented by Multnomah County 9/16/80 submitted to FHWA 9/23/80

III Estimate returned by FHWA approved as modified 10/1/80

IV Estimate presented by State to FHWA 2/11/81 landscaping rejected by FHWA verbally

V Estimate presented by State to FHWA 2/13/81 without landscaping to support $50,000 settlement

Form 81-100-0000

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

CORPORATE YARD ESTIMATE COMPARISON SHEET

J. B. Boyd 2/13/81

				I			II			III			IV			V	
		UNIT	COST			COST	AMOUNT	TOTAL	COST	AMOUNT	TOTAL	COST	AMOUNT	TOTAL	COST	AMOUNT	TOTAL
Excavation		cyds	2.75	4,511	12,405	2.00	2,722.56	5,445.12	2.00	2,722.56	5,445.12	2.75	4,553	12,521.00	2.00	4,553	9,106.
Base		cyds	8.00	4,511	36,088	8.00	1,828.28	14,626.24	8.00	1,828.28	14,626.24	8.00	4,553	36,424.00	8.00	4,553	36,424.
Fine Grade		sq. ft.	0.15	81,200	12,180	0.15	81,200.00	12,180.00				0.15	81,893	12,284.00	0.15	81,893	12,284.
Paving		sq. ft.	0.45	32,909	14,809	0.45	32,909.00	14,809.05	0.45	32,909.00	14,809.05	0.45	81,893	36,852.00	0.45	81,893	36,852.
Ditches		lin. ft.	4.42	880	3,887	4.42	880.00	3,889.60				4.42	880	3,890.00	4.42	880	3,890.
Fence		lin. ft.	15.00	280	4,200	15.00	280.00	4,200.00	15.00	280.00	3,000.00	15.00	280	4,200.00	15.00	280	4,200.0
Trees		each	140.00	30	4,200	140.00	30.00	4,200.00				140.00	30	4,200.00			
Hedges		each	50.00	104	5,200	50.00	104.00	5,200.00				50.00	104	5,200.00			
Irrigation		L. S.	8,750.00	1	8,750	8,750.00	8,750.00	8,750.00				8,750.00	1	8,750.00			
Top Soil		sq. ft.				0.23	48,291.00	11,106.93									
Seeding Mix		sq. ft.				0.08	48,291.00	3,863.28									
Lawn Irrigation		sq. ft.				0.25	48,291.00	12,072.75									
					101,719			100,342.97			37,880.41			124,321.00			102,756.0
														x .43			x .4
														53,458.03			44,185.0

I Estimate presented by Multnomah County 8/18/80 rejected by State

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OREGON STATE HIGHWAY
DIVISION

COLUMNAR TABULATION SHEET

CORPORATE YARD ESTIMATE COMPARISON SHEET

J. B. Boyd 2/13/81

		I			II			III			IV			V		
	UNIT	COST			COST	AMOUNT	TOTAL	COST	AMOUNT	TOTAL	COST	AMOUNT	TOTAL	COST	AMOUNT	TOTAL
Excavation	cyds	2.75	4,511	12,405	2.00	2,722.56	5,445.12	2.00	2,722.56	5,445.12	2.75	4,553	12,521.00	2.00	4,553	9,106.0
Base	cyds	8.00	4,511	36,088	8.00	1,828.28	14,626.24	8.00	1,828.28	14,626.24	8.00	4,553	36,424.00	8.00	4,553	36,424.0
Fine Grade	sq. ft.	0.15	81,200	12,180	0.15	81,200.00	12,180.00				0.15	81,893	12,284.00	0.15	81,893	12,284.0
Paving	sq. ft.	0.45	32,909	14,809	0.45	32,909.00	14,809.05	0.45	32,909.00	14,809.05	0.45	81,893	36,852.00	0.45	81,893	36,852.0
Ditches	lin. ft.	4.42	880	3,887	4.42	880.00	3,889.60				4.42	880	3,890.00	4.42	880	3,890.0
Fenc	lin. ft.	15.00	280	4,200	15.00	280.00	4,200.00	15.00	280.00	3,000.00	15.00	280	4,200.00	15.00	280	4,200.0
Trees	each	140.00	30	4,200	140.00	30.00	4,200.00				140.00	30	4,200.00			
Hedges	each	50.00	104	5,200	50.00	104.00	5,200.00				50.00	104	5,200.00			
Irrigation	L. S.	8,750.00	1	8,750	8,750.00	8,750.00	8,750.00				8,750.00	1	8,750.00			
Top Soil	sq. ft.				0.23	48,291.00	11,106.93									
Seeding Mix	sq. ft.				0.08	48,291.00	3,863.28									
Lawn Irrigation	sq. ft.				0.25	48,291.00	12,072.75									
				101,719			100,342.97			37,880.41			124,321.00			102,756.0
													x .43			x .4
													53,458.03			44,185.0

I Estimate presented by Multnomah County 8/18/80 rejected by State

II Estimate presented by Multnomah County 9/16/80 submitted to FHWA 9/23/80

III imate returned by FHWA approved as modified 10/1/80

IV Estimate presented by State to FHWA 2/11/81 landscaping rejected by FHWA verbally

V Estimate presented by State to FHWA 2/13/81 without landscaping to support $50,000 settlement

Form 81-780-2007

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

CORPORATE YARD ESTIMATE COMPARISON SHEET
J. B. Boyd 2/13/81

			I			II			III			IV			V		
		UNIT	COST			COST	AMOUNT	TOTAL	COST	AMOUNT	TOTAL	COST	AMOUNT	TOTAL	COST	AMOUNT	TOTAL
Excavation		cyds	2.75	4,511	12,405	2.00	2,722.56	5,445.12	2.00	2,722.56	5,445.12	2.75	4,553	12,521.00	2.00	4,553	9,106.0
Base		cyds	8.00	4,511	36,088	8.00	1,828.28	14,626.24	8.00	1,828.28	14,626.24	8.00	4,553	36,424.00	8.00	4,553	36,424.0
Fine Grade		sq. ft.	0.15	81,200	12,180	0.15	81,200.00	12,180.00				0.15	81,893	12,284.00	0.15	81,893	12,284.0
Paving		sq. ft.	0.45	32,909	14,809	0.45	32,909.00	14,809.05	0.45	32,909.00	14,809.05	0.45	81,893	36,852.00	0.45	81,893	36,852.0
Ditches		lin. ft.	4.42	880	3,887	4.42	880.00	3,889.60				4.42	880	3,890.00	4.42	880	2,890.0
Fenc		lin. ft.	15.00	280	4,200	15.00	280.00	4,200.00	15.00	280.00	3,000.00	15.00	280	4,200.00	15.00	280	4,200.0
Trees		each	140.00	30	4,200	140.00	30.00	4,200.00				140.00	30	4,200.00			
Hedges		each	50.00	104	5,200	50.00	104.00	5,200.00				50.00	104	5,200.00			
Irrigation		L. S.	8,750.00	1	8,750	8,750.00	8,750.00	8,750.00				8,750.	1	8,750.00			
Top Soil		sq. ft.				0.23	48,291.00	11,106.93									
Seeding Mix		sq. ft.				0.08	48,291.00	3,863.28									
Lawn Irrigation		sq. ft.				0.25	48,291.00	12,072.75									
					101,719			100,342.97			37,880.41			124,321.00			102,756.0
														x .43			x .4
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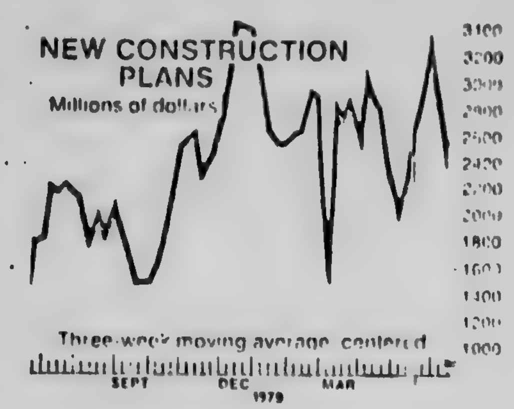
LATEST WEEK

COST INDEXES ENR 20-cities 1913 = 100	June 7 index value	Change from last month %	 year %
Construction Cost	3,027.7	+ 4.2	+ 9.2
Building Cost	1,813.2	+ 3.0	+ 8.4
Common labor (CC)	5,740.8	+ 4	+ 8.9
Skilled labor (BC)	2,557.1	+ 1.2	+ 7.3
Materials	1,359.3	+ 4.6	+ 9.9

NEW CONSTRUCTION PLANS
Millions of dollars



Three-week moving average centered

50-state totals ENR-reported	Week of June 14	 1979	Cum. 24 weeks change '78-'79
	$ millions		%
BIDDING VOLUME			
Total construction*	1,152.3	31,933.2	+ 35
Heavy & highway	610.5	17,078.3	+ 34
Nonresidential bldg	454.1	11,842.5	+ 28
Housing, multiunit	87.7	3,012.8	+ 89
NEW PLANS			
Total construction*	2,498.9	65,807.9	+ 44
Heavy & highway, total	835.9	28,104.7	+ 70
Water use & control	260.5	10,676.5	+ 43
Waterworks	51.5	1,722.3	+ 19
Sewerage	146.3	3,966.6	− 8
Treatment plants	63.6	1,729.0	+ 13
Earthwork, waterways	62.7	4,987.7	+ 195
Transportation	508.2	9,898.2	+ 87
Highways	433.4	7,444.4	+ 142
Bridges	[illegible]	777.6	+ 8
Airports	30.4	845.1	+ 53
Terminals, hangars	21.5	450.5	+ 130
Elec, gas, comm	22.5	6,321.1	+ 139
Other heavy const	42.6	1,096.6	+ 6
Nonresidential bldg	1,333.9	28,122.7	+ 21
Manufacturing	216.4	4,200.0	− 2
Commercial	540.8	9,294.2	+ 32
Offices	241.6	4,511.6	+ 35
Stores, shopping ctrs	234.5	3,932.4	+ 42
Educational	144.2	3,412.9	+ 3
College, university	64.6	1,150.6	+ 8
Medical	169.4	2,718.6	+ 5
Hospital	145.4	2,020.2	− 3
Other	263.1	7,996.8	+ 43
Housing, multiunit*	329.1	9,660.5	+ 60
Apartments	177.6	6,705.9	+ 50

*Excludes 1-2 family houses. Minimum sizes included are: industrial plants, heavy and highway construction, $100,000; buildings, $500,000.

NEW CONSTRUCTION CAPITAL

	Week of June 7	 1979	Cum. 23 weeks change '78-'79
	$ millions		%
Total new capital	352.1	13,873.1	− 20
Corporate securities	180.5	3,846.2	− 6
State and municipal	171.6	10,026.9	− 25
Housing	0	3,598.8	− 31
Other bldg and heavy	171.6	6,428.1	− 21

LATEST MONTH

ENR COST INDEXES IN 22 Cities

Based on 1913 U.S. average = 100

	CONSTRUCTION COST			BUILDING COST		
City	June 79 Index	Percent change from last month	 year	June 79 Index	Percent change from last month	 year
Atlanta	2,223.59	+1.8	+6.8	1,554.36	+2.6	+6.2
Baltimore	2,659.21	+9.2	+12.3	1,779.72	+2.8	+9.0
Birmingham	2,330.47	+1.7	+7.2	1,589.98	+2.4	+7.2
Boston	2,828.27	+1.4	+6.3	1,804.49	+2.2	+8.4
Chicago	3,027.99	+1.3	+7.9	1,825.58	+2.2	+5.3
Cincinnati	3,139.81	+1.3	+6.2	1,861.99	+2.2	+9.7
Cleveland	3,545.17	+9.0	+13.7	1,916.12	6.9	+13.7
Dallas	2,264.33	+9.9	+10.3	1,602.43	+4.5	+8.3
Denver	2,611.92	+1.5	+9.3	1,739.22	+2.3	+8.0
Detroit	3,445.08	+6.9	+13.3	2,000.43	+7.1	+14.1
Kansas City	3,205.52	+1.2	+5.8	1,854.12	+2.2	+6.3
Los Angeles	3,402.53	−0.5	+6.0	1,951.02	−1.0	+7.5
Minneapolis	3,090.99	+5.8	+13.3	1,844.54	+5.3	+13.8
New Orleans	2,437.82	+1.6	+5.7	1,632.52	+2.5	+7.1
New York	3,366.58	+1.2	+5.6	1,979.22	+2.0	+5.7
Philadelphia	2,994.53	+5.2	+5.7	1,785.48	+3.3	+6.5
Pittsburgh	2,983.37	+1.3	+9.5	1,846.81	+2.2	+8.3
St. Louis	3,230.93	+3.3	+5.9	1,750.65	+4.3	+9.9
San Francisco	3,603.21	+0.7	+5.6	2,041.41	+0.7	+10.8
Seattle	3,267.12	+1.6	+10.7	1,835.29	+2.9	+7.9
U.S.-20 Cities' avg.	**2,982.42**	**+3.1**	**+8.3**	**1,807.26**	**+2.9**	**+8.7**
Montreal	2,759.25	0	+5.7	1,691.42	0	+9.7
Toronto	3,296.29	+8.0	+14.6	1,821.43	+14.7	+14.4

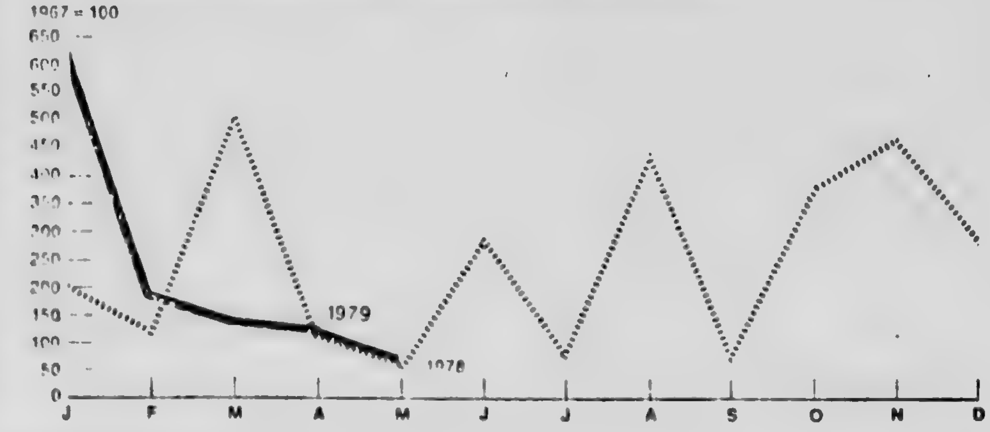
ENR WAGE, MATERIALS AND COST INDEXES 20 Cities

Based on each city's 1967 average = 100

	COMMON LABOR		SKILLED LABOR		MATERIALS PRICES		Const	Bldg
City	May 79 Index	% chg fr June 78	June 79 Index	% chg fr June 78	June 79 Index	% chg fr June 78	Cost Index	Cost Index
Atlanta	264.95	+5.9	233.13	+4.0	290.54	+8.4	273.31	259.02
Baltimore	316.49	+11.1	238.93	+3.7	308.60	+14.5	301.46	270.55
Birmingham	272.94	+7.1	252.32	+6.8	279.57	+7.5	278.12	264.85
Boston	250.51	+4.5	242.93	+6.3	287.20	+10.8	260.77	262.38
Chicago	250.12	+6.4	239.27	0	254.23	+12.0	251.09	246.05
Cincinnati	287.89	+3.9	270.07	+7.2	305.22	+12.5	295.49	291.06
Cleveland	290.87	+14.1	272.14	+14.7	266.21	+12.4	282.92	269.55
Dallas	292.23	+12.6	254.78	+10.2	261.09	+6.4	286.54	265.26
Denver	265.36	+7.6	251.88	+3.5	288.00	+13.1	267.28	265.92
Detroit	283.23	+15.0	286.08	+18.7	249.23	+7.9	275.03	270.61
Kansas City	320.08	+5.5	286.98	+5.9	285.66	+6.8	309.93	286.31
Los Angeles	288.34	+5.4	280.11	+7.1	300.89	+8.0	288.58	283.14
Minneapolis	266.67	+12.8	260.43	+13.2	298.54	+14.4	269.56	267.72
New Orleans	295.82	+3.5	255.13	+3.9	285.16	+10.4	291.49	269.20
New York	229.11	+5.0	228.00	+4.4	284.47	+7.7	242.08	248.86
Philadelphia	296.93	+4.8	256.67	+5.2	277.97	+8.4	292.30	265.50
Pittsburgh	269.50	+8.4	235.88	+4.8	303.45	+12.1	268.06	250.75
St. Louis	261.69	+4.3	235.62	+9.0	286.59	+10.9	267.47	256.46
San Francisco	280.56	+3.8	260.55	+10.1	275.43	+11.7	284.67	274.37
Seattle	277.47	+3.5	263.55	+2.9	329.53	+14.2	289.41	290.34

TRENDS TO WATCH

ENR bidding volume index: Manufacturing plants

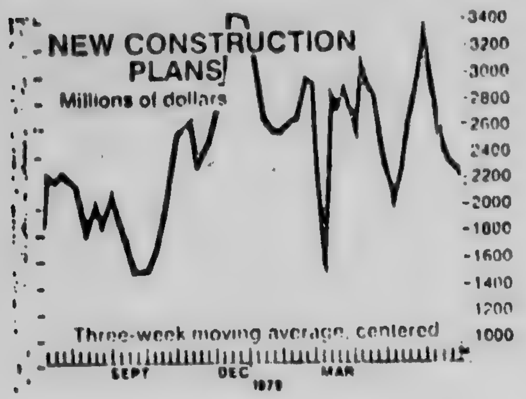


Manufacturing plants fell in May for the fourth straight month

CONSTRUCTION SCOREBOARD

LATEST WEEK

COST INDEXES ENR 20-cities 1913 = 100	June 21 index value	Change from last month %	Change from last year %
Construction Cost	3,054.8	+ 3.0	+ 9.0
Building Cost	1,025.1	+ 1.0	+ 8.6
Common labor (CC)	5,817.3	+ 4.1	+ 8.6
Skilled labor (BC)	2,584.6	+ 2.3	+ 7.5
Materials	1,361.6	0	+ 9.9



50-state totals ENR-reported	Week of June 28	Cum. 26 weeks 1979	Cum. 26 weeks change '78-'79
	$ millions		%
BIDDING VOLUME			
Total construction*	1,540.6	35,916.5	+ 38
Heavy & highway	834.9	19,077.5	+ 37
Nonresidential bldg	546.1	13,418.7	+ 31
Housing, multiunit	159.7	3,420.3	+ 94
NEW PLANS			
Total construction*	2,254.3	70,131.2	+ 40
Heavy & highway, total	516.8	29,380.8	+ 50
Water use & control	437.8	11,463.9	+ 37
Waterworks	20.2	1,793.0	+ 2
Sewerage	114.2	4,170.0	− 10
Treatment plants	71.0	1,845.8	+ 10
Earthwork, waterways	303.4	5,506.8	+ 178
Transportation	52.6	10,287.9	+ 82
Highways	28.6	7,718.6	+ 147
Bridges	4.4	865.9	+ 15
Airports	18.5	878.5	+ 52
Terminals, hangars	11.9	471.2	+ 135
Elec., gas, comm.	3.4	6,331.2	+ 93
Other heavy const.	23.1	1,169.6	+ 2
Nonresidential bldg	1,467.4	30,486.1	+ 22
Manufacturing	319.4	4,556.4	+ 2
Commercial	594.0	10,792.5	+ 35
Offices	306.2	5,033.7	+ 41
Stores, shopping ctrs	138.5	4,302.3	+ 45
Educational	247.3	3,743.6	+ 4
College, university	33.1	1,206.5	+ 4
Medical	108.5	2,911.5	+ 6
Hospital	73.2	2,172.3	− 1
Other	203.2	8,476.2	+ 31
Housing, multiunit*	270.1	10,264.3	+ 13
Apartments	203.9	7,208.4	+ 46

*Excludes 1-2 family houses. Minimum sizes included are industrial plants, heavy and highway construction, $100,000; buildings, $500,000

NEW CONSTRUCTION CAPITAL

	Week of June 21	Cum. 25 weeks 1979	Cum. 25 weeks change '78-'79
	$ millions		%
Total new capital	1,512.0	16,318.0	− 11
Corporate securities	119.0	4,203.0	0
State and municipal	1,424.0	12,115.0	− 14
Housing	796.0	4,418.0	− 16
Other bldg and heavy	628.0	7,697.0	− 12

LATEST MONTH

NEW ORDERS AND CONSTRUCTION BIDDING VOLUME INDEXES 1967 = 100

	May	Mar.	% change(a) mo. ago	% change(a) yr. ago	% chg. '78-'79
ENR Construction bidding volume	246	230	+ 7.0	+ 32.3	+ 43.0
seasonally adjusted	220	225	− 2.2	+ 31.7	+ 45.2
Construction machinery new orders*	...	220p	− 6.4	− 0.5	+ 5.0
seasonally adjusted*	...	198p	− 5.3	− 0.5	+ 5.1
Southern pine new orders†	...	115	− 21.8	− 19.0	+ 0.1
Douglas fir new orders†	...	116	− 6.5	+ 3.6	− 4.1
Fabricated structural steel bookings**	...	87	− 18.7	+ 42.6	+ 19.9

*McGraw-Hill Econ. Dept. **Amer. Inst. of Steel Construction
†National Forest Products Assn. p preliminary (a) based on latest month

CONSTRUCTION MACHINERY DISTRIBUTOR SALES INDEXES Mar. 1978 = 100

Reported by Associated Equipment Distributors

	Mar.	% change(a) from mo. ago	% change(a) from yr. ago	3 mos. average	% chg. '78-'79
Sales—AED survey of 189 dealers	121	− 8	+ 21	128	+ 28
Inventories—AED survey of 189 dealers	121	− 2	+ 21	123	+ 23
Inventory-sales ratio in months	3.2	− 26	0	3.8	− 4

STATE AND MUNICIPAL BOND SALES FOR CONSTRUCTION

	May 1979 (mil)	% change from Apr. '79*	1979 5 mos. (mil)	% change from year ago*
Total bond sales (ENR reported)	$1,812	− 22	$9,858	− 15
Buildings, total	1,014	− 25	5,010	− 32
Schools	273	+ 129	819	− 30
Housing	658	− 38	3,599	− 30
Other buildings	83	− 55	592	− 45
Heavy and highway construction, total	700	− 22	4,014	− 3
Waterworks	19	− 88	395	− 24
Sewerage	282	+ 99	1,175	− 13
Bridges	0	0	0	− 100
Highways	69	− 45	319	+ 15
Earthwork, irrigation, drainage	0	− 100	115	+
Electric and gas utilities	313	− 9	1,813	+ 19
Airports	17	− 63	134	− 57
Mass transit	0	− 100	450	+ 176
General improvement and unclassified	98	+ 56	834	− 23

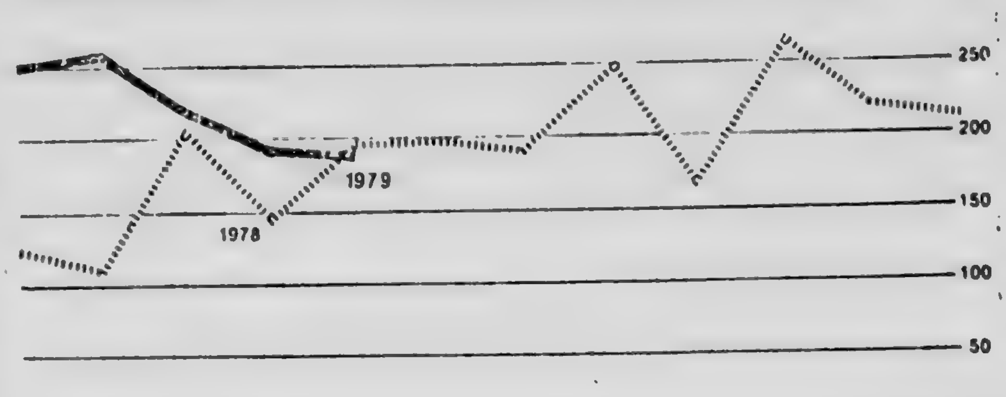
*Based on average week

CONTRACTOR FAILURES—Reported by Dun & Bradstreet

	Jan. 1979	% chg from last month	% chg from last year	1979 1 mos.	% chg '78-'79
All contractors	128	+ 15	+ 86	128	+ 86
General building contractors	64	+ 12	− 97	64	− 97
Other general contractors	6	− 40	+ 100	6	+ 100
Special trade contractors	58	+ 32	− 61	58	− 61

TRENDS TO WATCH

ENR Bidding Volume Index: Nonresidential building

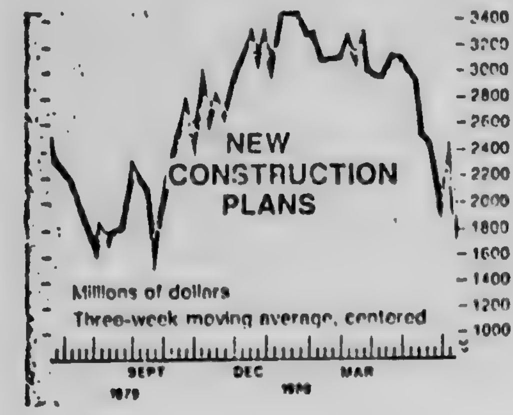


Nonresidential building awards fell in May for the third straight month

ENR Market Trends

Latest Week

COST INDEXES ENR 20-cities 1913 = 100	June 12 index value	Change from last month %	 year %
Construction Cost	3,212.85	+2.1	+5.9
Building Cost	1,935.79	+2.2	+6.4
Common labor (CC)	6,115.07	+1.9	+6.1
Skilled labor (BC)	2,757.94	+1.9	+7.4
Materials	1,434.07	+2.7	+5.3



Cum. 25 weeks 50-state totals ENR-reported	Week of June 19	 1980	change '79-'80
	$ millions		%
BIDDING VOLUME			
Total construction*	1,079.1	33,579.2	− 2
Heavy & highway	415.0	13,286.6	− 27
Nonresidential bldg	558.8	16,327.0	+ 27
Housing, multiunit	105.2	3,965.6	+ 22
NEW PLANS			
Total construction*	1,789.0	74,294.0	+ 9
Heavy & highway, total	389.9	27,279.7	− 5
Water use & control	194.1	7,149.7	− 35
Waterworks	32.3	1,745.9	− 2
Sewerage	66.7	3,897.0	− 4
Treatment plants	41.3	1,833.6	+ 3
Earthwork, waterways	95.2	1,506.8	− 71
Transportation	125.7	15,940.4	+ 56
Highways	25.2	11,321.9	+ 47
Bridges	2.6	2,784.8	+223
Airports	34.0	1,613.4	+ 88
Terminals, hangars	14.7	1,126.9	+145
Elec, gas, comm	9.2	2,770.5	− 56
Other heavy const	59.8	1,343.2	+ [illegible]
Nonresidential bldg	1,014.3	34,669.3	+ 19
Manufacturing	106.4	6,706.7	+ 58
Commercial	364.1	12,150.9	+ 19
Offices	219.2	6,821.1	+ 47
Stores, shopping ctrs	103.2	3,737.6	− 10
Educational	104.1	3,031.3	− 12
College, university	48.8	1,157.1	− 1
Medical	91.6	3,642.0	+ 30
Hospital	60.2	2,384.8	+ 42
Other	318.1	9,078.4	+ 10
Housing, multiunit*	394.8	12,345.0	+ 24
Apartments	308.1	9,174.1	+ 31

*Excludes 1-2 family houses. Minimum sizes included are: industrial plants, heavy and highway construction, $100,000; buildings $500,000

NEW CONSTRUCTION CAPITAL

	Week of June 12	 1980	Cum. 24 weeks change '79-'80
	$ millions		%
Total new capital	450.3	11,653.0	− 21
Corporate securities	75.0	1,668.3	− 59
State and municipal	384.3	9,984.7	− 7
Housing	0	5,537.6	+ 53
Other bldg and hvy.	384.3	4,447.1	− 37

Latest Month

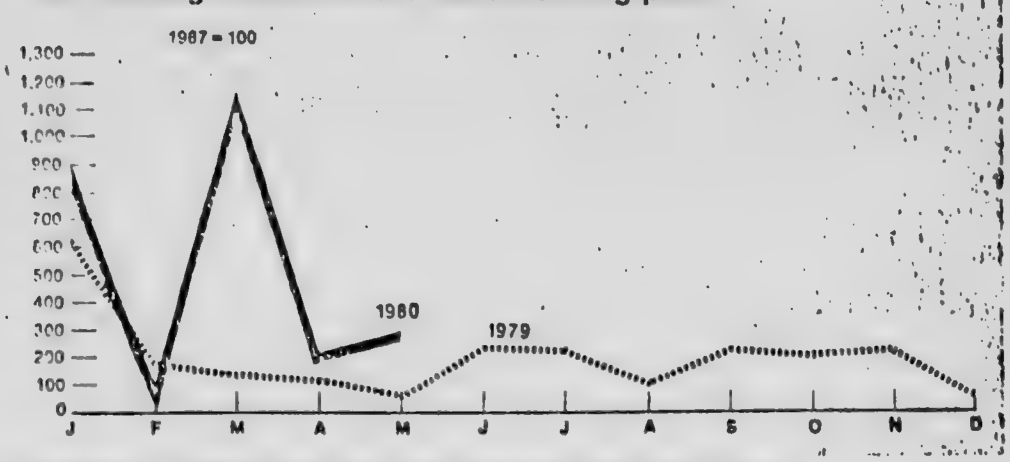
NEW CONSTRUCTION PLANNING BACKLOG	May 1980 ($ millions)	ENR-50 state totals % change from last month	 year
Total U.S. (ENR reported)	354,288	+1.0	+10.8
Private	181,029	+2.5	+12.5
State and municipal	127,243	−0.7	+12.4
Federal	46,017	−0	+0.9
PUBLIC			
Waterworks	6,572	+1.6	+4.0
Sewerage	28,805	−0.6	+4.7
Bridges	5,107	−3.3	+49.5
Highways	26,042	−3.4	+31.2
Earthwork, irrigation, drainage, waterways	30,077	−0.7	+3.6
Buildings	61,603	+0.3	+7.1
Unclassified	15,053	−0.4	−0.4
PRIVATE			
Mass housing and commercial buildings	110,732	+3.5	+29.2
Industrial plants	53,632	+0.9	−10.4
Unclassified	16,665	+1.5	+9.0

NEW INDUSTRIAL PLANS	May 1980 (5 wks.) (mil)	Change from last month* %	 year* %	Cum. 5 mo. value ($ mil)	Change '79-'80 %
Private total	3,140.0	+35	+65	11,625.8	+92
Manufacturing plants	1,647.0	+45	+75	6,335.9	+64
Aircraft	7.3	−28	−29	37.8	+11
Automotive	7.3	−66	−81	363.5	−15
Chemical process	1,112.8	+27	+225	4,358.1	+197
Electronic equipment	43.8	−22	−21	233.5	−3
Food and beverage	238.2	+356	+102	417.5	+48
Machinery	25.9	+118	−74	114.1	−45
Iron and steel	6.2	−48	−96	138.7	−77
Nonferrous metal	130.5	+..	+467	252.6	+2
Other manufacturing	75.0	−14	−6	420.2	+18
Warehouses	319.9	−66	+68	1,722.3	+98
Industrial service	958.5	+549	+278	1,819.9	+63
Industrial parks	40.0	−43	−25	336.0	+103
Electric generating plant	174.6	+326	−62	1,411.7	−72
Public industrial plants	284.5	−5	+2	1,422.5	−51
.... AND CONTRACTS					
Private Total	1,210.4	+100	+24	5,694.0	−19
Manufacturing plants	547.7	+44	+254	4,322.6	+137
Aircraft	0	−100	−100	24.2	−80
Automotive	5.4	−20	+116	34.5	−60
Chemical process	225.6	−10	+625	2,154.7	+121
Electronic equipment	15.8	−66	+86	262.2	+132
Food and beverage	213.1	+	+..	359.1	+279
Machinery	6.3	−57	−79	50.3	−28
Iron and steel	21.9	+..	+.	1,180.0	+710
Nonferrous metal	1.5	−91	−93	52.3	+..
Other manufacturing	53.1	+30	+72	205.2	+11
Warehouses	72.7	−21	−45	373.1	−3
Industrial service	214.3	+65	+162	524.2	+50
Industrial parks	3.5	+180	+192	8.6	−86
Electric generating plant	372.7	+	−38	465.5	−86
Public industrial plants	620.8	+301	+455	1,015.8	−3

*Based on average week

Trends to Watch

ENR bidding volume index: Manufacturing plants



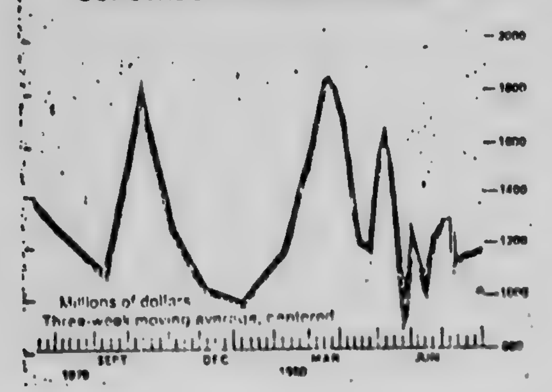
A rebound in manufacturing plant awards lifted the index 44% in May.

ENR Market Trends

Latest Week

COST INDEXES ENR 20-cities 1913 = 100	Aug. 7 index value	Change from last month %	Change from last year %
Construction Cost	3,304.91	+1.2	+7.5
Building Cost	1,969.97	+0.6	+5.3
Common labor (CC)	6,326.84	+1.6	+8.8
Skilled labor (BC)	2,817.49	+1.0	+8.1
Materials	1,452.75	+0.3	+4.2

CONSTRUCTION BIDDING VOLUME



50-state totals ENR-reported	Week of Aug. 14 ($ millions)	Cum. 33 weeks 1980 ($ millions)	Cum. 33 weeks change '79-'80 %
BIDDING VOLUME			
Total construction*	1,039.6	43,149.5	− 4
Heavy & highway	361.6	17,256.3	− 26
Nonresidential bldg	529.8	20,752.6	+ 20
Housing, multiunit	147.2	5,140.5	+ 13
NEW PLANS			
Total construction*	2,064.6	91,195.8	+ 10
Heavy & highway, total	749.6	31,323.2	− 2
Water use & control	160.0	9,012.5	− 31
Waterworks	34.7	2,121.8	− 3
Sewerage	69.0	4,601.1	− 6
Treatment plants	28.8	2,329.8	+ 8
Earthwork, waterways	57.4	2,089.6	− 63
Transportation	157.1	15,923.6	+ 55
Highways	23.6	11,550.3	+ 46
Bridges	21.9	2,839.7	+204
Airports	45.3	1,891.6	+ 68
Terminals, hangars	9.7	1,280.5	+113
Elec, gas, comm	0.6	3,241.6	− 50
Other heavy const	421.5	1,974.1	+ 36
Nonresidential bldg	971.9	44,037.8	+ 15
Manufacturing	328.9	8,295.2	+ 38
Commercial	370.5	16,207.4	+ 20
Offices	200.9	9,200.8	+ 41
Stores, shopping ctrs	82.0	4,859.5	− 6
Educational	84.0	4,035.2	− 13
College, university	30.7	1,590.6	− 4
Medical	64.9	4,614.2	+ 29
Hospital	46.0	3,728.3	+ 40
Other	143.6	10,785.0	+ 3
Housing, multiunit*	343.1	15,834.3	+ 24
Apartments	271.2	11,771.2	+ 31

*Excludes 1-2 family homes. Minimum sizes included are: industrial plants, heavy and highway construction, $100,000; buildings, $500,000.

NEW CONSTRUCTION CAPITAL

	Week of July 31 ($ millions)	Cum. 32 weeks 1980 ($ millions)	Cum. 32 weeks change '79-80 %
Total new capital	182.0	18,398.1	− 8
Corporate securities	0	2,598.3	− 50
State and municipal	182.0	15,810.1	+ 7
Housing	0	8,407.5	+ 89
Other bldg and heavy	182.0	7,402.3	− 28

Latest Month

ENR COST INDEXES IN 22 Cities

Based on 1913 U.S. average = 100

City	CONSTRUCTION COST Aug. 80 Index	Percent change from last month	Percent change from last year	BUILDING COST Aug. 80 Index	Percent change from last month	Percent change from last year
Atlanta	2,538.41	+4.0	+12.1	1,728.58	+3.0	+7.8
Baltimore	2,068.51	0	+6.4	1,916.18	0	+7.3
Birmingham	2,458.72	+0.3	+3.9	1,673.73	+0.4	+2.3
Boston	3,226.23	+1.4	+5.7	1,953.98	+4	+6.7
Chicago	3,244.38	+0.3	+0.6	2,045.65	+0.5	+7.1
Cincinnati	3,451.94	0	+4.0	2,064.22	0	+6.9
Cleveland	3,644.59	−0.1	+2.0	2,044.84	−0.3	+5.1
Dallas	2,526.34	−5.0	+8.7	1,813.39	−5.0	+9.1
Denver	2,915.15	0	+11.6	1,852.16	0	+6.5
Detroit	3,780.93	+8.9	+9.2	2,138.47	+2.9	+6.2
Kansas City	3,467.05	0	+8.0	1,959.21	0	+5.5
Los Angeles	4,068.78	+10.5	+10.4	2,190.81	+3.9	+5.0
Minneapolis	3,220.39	−0.7	+3.4	1,894.79	−1.2	+1.6
New Orleans	2,646.84	+0.7	+6.2	1,691.89	+1.1	+3.2
New York	3,639.18	0	+3.6	2,139.97	0	+5.7
Philadelphia	3,197.17	+0.8	+6.7	1,926.33	−1.4	+7.7
Pittsburgh	3,362.18	+0.3	+6.2	2,053.44	+0.5	+4.8
St. Louis	3,648.15	0	+12.7	1,919.29	0	+7.9
San Francisco	4,284.29	0	+18.4	2,368.46	0	+15.7
Seattle	3,895.05	0	+11.1	2,097.77	+4.4	+10.1
U.S.-20 Cities' avg.	3,304.21	+1.4	+7.6	1,973.65	+1.1	+6.6
Montreal	3,208.87	+2.0	+6.2	1,994.37	+3.0	+7.5
Toronto	3,513.71	+0.1	+5.0	1,946.39	+3.0	+3.4

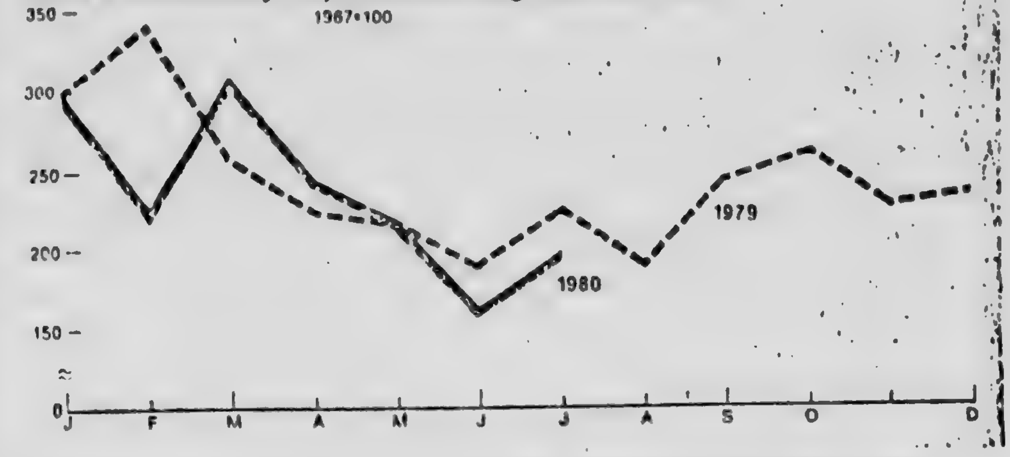
ENR WAGE, MATERIALS AND COST INDEXES 20 Cities

Based on each city's 1967 average = 100

City	COMMON LABOR Aug. 80 Index	COMMON LABOR % chg fr Aug. 79	SKILLED LABOR Aug. 80 Index	SKILLED LABOR % chg fr Aug. 79	MATERIALS PRICES Aug. 80 Index	MATERIALS PRICES % chg fr Aug. 79	Const Cost Index	Bldg Cost Index
Atlanta	311.07	+17.4	266.39	+13.1	314.45	+2.8	312.00	288.05
Baltimore	341.59	+7.3	272.40	+10.2	332.54	+4.6	325.19	299.72
Birmingham	297.61	+7.1	269.24	+6.7	299.40	−1.6	294.69	278.80
Boston	294.64	+6.9	268.14	+10.4	304.46	+2.8	297.46	284.12
Chicago	273.10	0	283.36	+10.7	259.12	+2.4	269.04	275.72
Cincinnati	322.05	+4.0	313.77	+9.6	320.80	+3.8	324.86	322.67
Cleveland	297.35	+2.2	294.25	+8.1	279.92	+1.1	290.86	287.65
Dallas	317.33	+8.6	277.97	+9.3	305.62	+8.9	319.70	300.19
Denver	310.30	+16.5	280.25	+11.3	292.46	+1.5	298.31	283.19
Detroit	312.90	+10.5	304.88	+7.0	267.62	+5.0	301.84	289.29
Kansas City	351.25	+9.7	307.50	+7.1	297.31	+3.7	335.21	302.54
Los Angeles	355.83	+15.7	323.99	+13.2	324.18	−4.9	345.09	318.24
Minneapolis	283.33	+6.0	276.35	+6.1	295.74	−2.7	280.84	275.02
New Orleans	328.00	+7.3	263.62	+2.5	296.42	+3.9	316.48	278.99
New York	243.57	+0.6	238.33	+0.4	323.77	+13.7	261.69	269.07
Philadelphia	310.49	+4.5	266.55	+3.9	314.78	+12.8	312.08	286.44
Pittsburgh	309.77	+7.3	273.96	+5.9	321.63	+3.5	302.09	278.81
St. Louis	294.26	+12.4	249.80	+3.2	327.57	+13.4	302.01	281.17
San Francisco	336.73	+19.6	303.47	+16.5	340.97	+14.7	338.48	318.32
Seattle	351.26	+14.2	337.74	+17.2	324.09	+1.0	345.03	331.85

Trends to Watch

ENR's seasonally adjusted bidding volume index



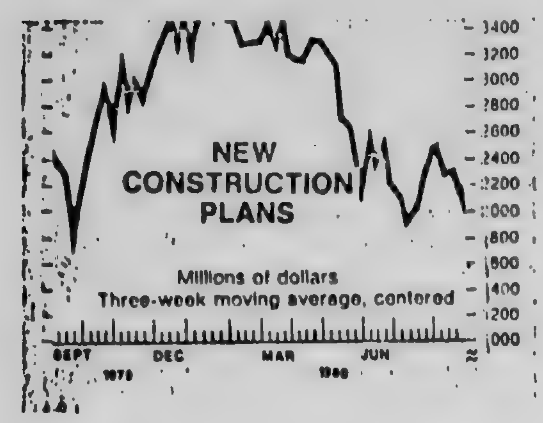
A modest recovery in most markets boosted the seasonally adjusted index in July.

ENR Market Trends

Latest Week

COST INDEXES ENR 20-cities 1913 = 100	Aug. 28* index value	Change from last month %	year %
Construction Cost	3,335 9	+ 1 0	+ 6 9
Building Cost	1,980 9	+ 0 4	+ 4 8
Common labor (CC)	6,407 0	+ 1 3	+ 9 6
Skilled labor (BC)	2,044 7	+ 0 6	+ 8 8
Materials	1,453.7	+ 0.1	+ 0.3

*Official Sept. indexes



50-state totals ENR-reported	Week of Sept. 4 $ millions	1980	Cum. 36 weeks change '79-'80 %
BIDDING VOLUME			
Total construction*	1,111 8	46,524 4	− 4
Heavy & highway	383 4	18 564 3	− 25
Nonresidential bldg	559 6	22 275 8	+ 18
Housing, multiunit	168 8	5,684 3	+ 14
NEW PLANS			
Total construction*	2,079 5	97,551 9	+ 9
Heavy & highway, total	260 3	32,626 3	− 4
Water use & control	122 1	9,563 6	− 33
Waterworks	39 1	2 248 0	− 1
Sewerage	59 6	5 054 5	− 6
Treatment plants	34 0	2 487 8	+ 8
Earthwork, waterways	23 4	2,267 2	− 66
Transportation	102 3	17,637 1	+ 55
Highways	18 4	11 637 0	+ 42
Bridges	14 8	2 863 2	+ 201
Airports	49 5	2 019 2	+ 55
Terminals, hangars	36 9	1,360 0	+ 90
Elec. gas, comm	0 50	3 259 2	− 50
Other heavy const	35 09	2 064 0	+ 34
Nonresidential bldg	1,392 2	47 934 0	+ 14
Manufacturing	629 6	9,512 7	+ 47
Commercial	377 7	17,544 9	+ 10
Offices	230 0	10,059 6	+ 40
Stores, shopping ctrs	83 0	5,131 01	− 9
Educational	54 5	4 324 4	− 14
College, university	21 0	1,746 4	− 5
Medical	103 0	5 054 8	+ 28
Hospital	41 7	3 999 0	+ 37
Other	227 4	11 337 1	− 2
Housing, multiunit*	427 0	17 031 7	+ 22
Apartments	342 1	12,702 5	+ 29

*Excludes 1-2 family houses. Minimum sizes included are: industrial plants, heavy and highway construction, $100,000; buildings, $500,000

NEW CONSTRUCTION CAPITAL

	Week of Aug. 28 $ millions	1980	Cum. 35 week change '79-'80 %
Total new capital	443 3	19 984 8	− 11
Corporate securities	100 7	2,858 5	− 49
State and municipal	342 6	17,126 3	+ 2
Housing	0	8,407 5	+ 47
Other bldg and heavy	342 6	8,718 8	− 22

Latest Month

WAGE RATES, 20 cities' average	Sept. 1980	%change from Aug. 1980	Sept. 1979
Common	12.17	+ 1.3	+ 9 6
Skilled (average 3 trades)	15 79	+ 0 6	+ 8 8
Bricklayers	15 66	+ 1 9	+ 10.0
Structural ironworkers	16 33	+ 1.1	+ 7.5
Carpenters	15.38	− 1.4	+ 9.0

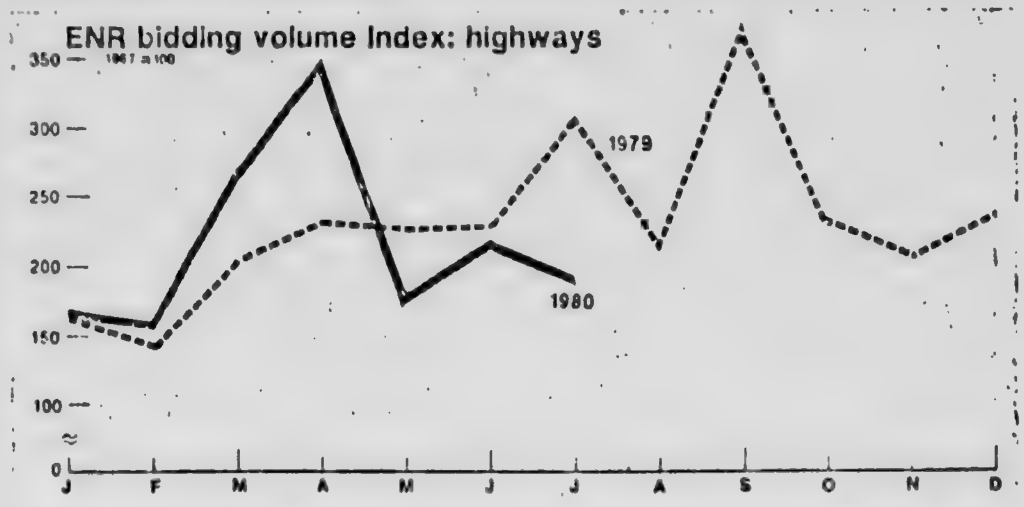
MATERIAL PRICES, 20-cities' average			
Structural steel (average mill), base, per cwt	19.02	0	+ 9.5
Lumber, 2x4 fir, per Mbf, CL	342.33	+ 0 3	− 11 9
Lumber, 2x4 pine, per Mbf, CL	314 17	− 0 6	− 10.4
Cement, bulk, per ton, TL†	59.11	− 0.2	+ 7.9
Sand, per ton, CL†	5 71	0	+ 6.2
Ready-mix concrete, 3,000 psi, per cu yd, 15 cu yd	41 95	+ 0 6	+ 6.4
Crushed stone, 1½'', per ton, CL†	6.76	0	+ 9.3
Concrete blocks, sand/gravel, 8''x8''x16'', ea, TL*	0 66	+ 0.2	+ 8.8
	Aug. 1980	July 1980	Aug. 1979
Gypsum sheathing, ½''x2'x8', per Msf, TL*	135 21,	+ 1 6	+ 8.1
Plywood, plyform, ¾'', per Msf, CL†	571.72	+ 3 8	− 4 4
Plywood, ⅝, per Msf, CL†	358 39	+ 5 8	+ 6 8
Brick, common, per M, TL*	153 20	− 6 6	+ 13 6
Reinforced bars, whse base, per cwt	19 28	+ 0 3	+ 12.1
Structural clay tile, 3''x12''x12'', per M, 2,000 up*	821 17	0	+ 17.0
Vitrified clay sewer pipe, premium joint, 12'', per ft, CL*	5 30	+ 0 2	+ 10 2
Concrete sewer pipe, 12'', premium joint, per ft, CL*	6.23	+ 0.2	+ 10.8

*Delivered †f.o.b. city CL-Carlots TL-Trucklots

ENR INDEX REVIEW

Base year = 100	Construction Cost 1913	Construction Cost 1967	Building Cost 1913	Building Cost 1967	Wage Rates Skilled 1913	Wage Rates Skilled 1967	Wage Rates Common 1913	Wage Rates Common 1967
1979								
Sept.	3119 22	290 39	1899 01	281 09	2636	264	5844	289
Oct	3121 12	290 56	1899 30	281 13	2639	265	5851	289
Nov	3131 83	291 56	1901 90	281 51	2661	267	5895	291
Dec	3140 39	292 36	1908 96	282 56	2661	267	5899	291
1979 aver.	**3002.67**	**279.54**	**1819.08**	**269.28**	**2564**	**257**	**5678**	**280**
1980								
Jan	3131 57	291 54	1897 49	280 86	2664	267	5908	292
Feb	3134 09	291 77	1896 31	280 69	2670	268	5924	293
Mar.	3159 13	294 10	1917 83	283 87	2670	268	5934	293
Apr	3050 52	293 30	1909 39	282 62	2670	268	5933	294
May	3138 59	292 18	1890 84	279 88	2687	270	5967	296
June	3198 09	297 73	1919 19	284 07	2739	275	6101	302
July	3260 04	303 50	1952 79	289 05	2790	280	6227	308
Aug	3304 20	307 61	1973 65	292 13	2829	284	6327	312
Sept.	3335.92	310.56	1980.86	293 20	2845	285	6407	316

Trends to Watch



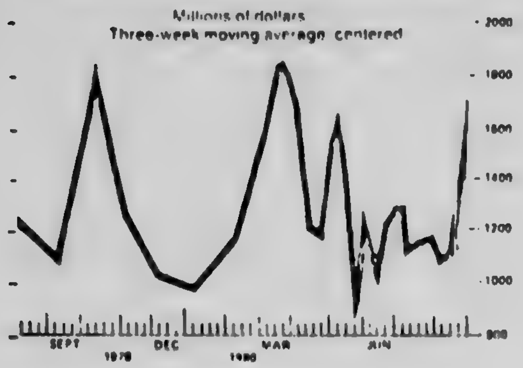
Highway awards fell 19% in July and trailed 1979's pace for the third straight month.

ENR Market Trends

Latest Week

COST INDEXES ENR 20-cities 1913 = 100	Sept. 4 Index value	Change from last month %	Change from last year %
Construction Cost	3,333.64	+0.9	+6.7
Building Cost	1,976.73	+0.3	+4.0
Common labor (CC)	6,406.97	+1.3	+9.5
Skilled labor (BC)	2,839.84	+0.8	+7.7
[redacted]	1,449.98	+0.2	−0.1

CONSTRUCTION BIDDING VOLUME



50-state totals ENR-reported	Week of Sept. 11 $ millions	1980 $ millions	Cum. 37 weeks change '79-'80 %
BIDDING VOLUME			
Total construction*	1,960.6	48,484.9	− 2
Heavy & highway	533.4	19,097.8	− 24
Nonresidential bldg	981.5	23,257.2	+ 21
Housing, multiunit	445.7	6,130.0	+ 22
NEW PLANS			
Total construction*	1,428.8	93,960.8	+ 8
Heavy & highway, total	208.1	32,834.4	− 4
Water use & control	91.4	9,651.0	− 33
Waterworks	30.0	2,278.0	− 1
Sewerage	38.2	5,092.7	− 7
Treatment plants	25.0	2,512.8	+ 8
Earthwork, waterways	23.2	2,290.4	− 66
Transportation	69.2	17,706.3	+ 54
Highways	25.1	11,662.1	+ 41
Bridges	4.2	2,872.4	+ 201
Airports	64.3	2,083.5	+ 58
Terminals, hangars	24.3	1,004.1	+ 93
Elec, gas, comm	3.4	3,262.6	− 50
Other heavy const	19.2	2,083.2	+ 32
Nonresidential bldg	1,023.8	48,663.7	+ 14
Manufacturing	515.5	10,078.2	+ 52
Commercial	219.2	17,764.1	+ 16
Offices	125.5	10,185.1	+ 38
Stores, shopping ctrs	66.7	5,197.8	− 11
Educational	95.2	4,419.6	− 14
College, university	44.4	1,790.1	− 5
Medical	99.7	5,154.6	+ 24
Hospital	91.4	4,082.4	+ 33
Other	100.1	11,497.3	− 3
Housing, multiunit*	190.9	17,282.6	+ 20
Apartments	138.2	12,840.7	+ 26

*Excludes 1-2 family houses. Minimum sizes included are industrial plants, heavy and highway construction, $100,000; buildings, $100,000

NEW CONSTRUCTION CAPITAL

	Week of Sept. 4 $ millions	1980 $ millions	Cum. 36 weeks change '79-'80 %
Total new capital	246.2	20,231.0	− 11
Corporate securities	95.0	2,953.5	− 47
State and municipal	151.2	17,277.5	+ 1
Housing	0	8,407.5	+ 47
Other bldg and heavy	151.2	8,870.0	− 22

Latest Month

ENR COST INDEXES IN 22 Cities

Based on 1913 U.S. average = 100

City	CONSTRUCTION COST Sept. 80 Index	Percent change from last month	Percent change from last year	BUILDING COST Sept. 80 Index	Percent change from last month	Percent change from last year
Atlanta	2,532.26	−0.2	+5.2	1,722.43	−0.4	+3.9
Baltimore	2,879.39	+0.4	+6.8	1,927.06	+0.6	+7.9
Birmingham	2,459.54	0	+2.3	1,674.55	0	+0.1
Boston	3,226.25	0	+4.3	1,922.53	−1.6	+1.3
Chicago	3,483.42	+7.4	+5.4	2,064.69	+0.9	+3.7
Cincinnati	3,451.94	0	+3.6	2,064.33	0	+6.3
Cleveland	3,639.71	−0.1	+0.6	2,039.97	−0.2	+2.5
Dallas	2,526.34	0	+6.2	1,813.39	0	+5.6
Denver	3,023.15	3.7	+12.1	1,852.16	0	+4.7
Detroit	3,787.46	+0.2	+8.2	2,157.53	+0.9	+5.2
Kansas City	3,467.43	0	+7.7	1,997.27	1.9	+6.9
Los Angeles	4,072.58	+0.1	+10.5	2,242.48	+2.4	+7.5
Minneapolis	3,247.05	+0.8	+4.3	1,921.45	+1.4	+3.1
New Orleans	2,656.91	+0.4	+2.1	1,701.96	+0.6	−1.4
New York	3,787.18	4.1	+6.5	2,174.62	1.6	+5.1
Philadelphia	3,197.17	0	+1.5	1,926.79	0	−0.7
Pittsburgh	3,339.33	−0.7	+3.4	2,061.48	+0.4	+1.8
St. Louis	3,781.15	3.6	+16.8	1,975.59	+2.9	+11.0
San Francisco	4,268.45	−0.4	+17.8	2,320.66	−2.0	+13.1
Seattle	3,892.33	−0.1	+10.1	2,056.45	−2.0	+6.4
U.S.-20 Cities' avg.	**3,335.93**	**+1.0**	**+6.9**	**1,980.87**	**+0.4**	**+4.8**
Montreal	3,208.87	0	+6.2	1,994.37	0	+7.5
Toronto	3,500.11	−0.4	+3.5	1,932.79	−0.7	+0.8

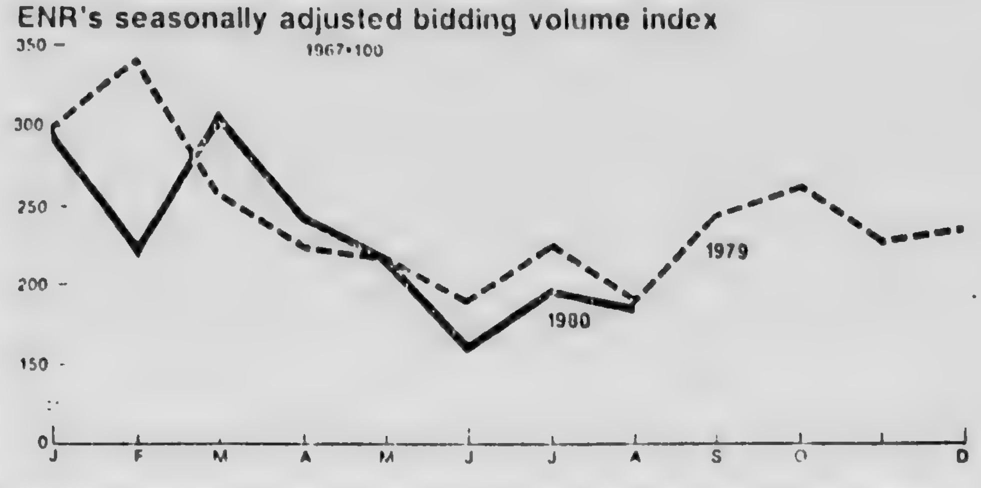
7 6-1

ENR WAGE, MATERIALS AND COST INDEXES 20 Cities

Based on each city's 1967 average = 100

City	COMMON LABOR Aug. 80 Index	COMMON LABOR % chg fr Sept. 79	SKILLED LABOR Sept. 80 Index	SKILLED LABOR % chg fr Sept. 79	MATERIALS PRICES Sept. 80 Index	MATERIALS PRICES % chg fr Sept. 79	Const Cost Index	Bldg Cost Index
Atlanta	311.07	+9.1	266.39	+9.9	312.18	−1.6	311.25	287.02
Baltimore	341.58	+7.3	272.40	+10.2	336.30	+5.8	326.42	301.42
Birmingham	237.61	+7.1	269.74	+6.7	290.68	−5.7	294.79	278.94
Boston	234.64	+6.9	260.01	+4.1	304.46	−1.7	297.46	279.54
Chicago	298.39	+9.3	289.36	+10.7	264.80	−4.3	288.66	278.29
Cincinnati	322.05	+4.0	313.80	+9.6	320.80	+2.6	324.86	322.69
Cleveland	297.35	+2.2	294.25	+8.1	277.30	−4.7	290.47	286.96
Dallas	317.33	+6.6	277.97	+9.3	305.62	+2.4	319.70	300.19
Denver	326.67	+17.0	280.25	+7.6	292.46	+1.5	309.37	283.19
Detroit	312.90	+10.5	307.98	+8.1	269.63	+1.4	302.37	291.87
Kansas City	351.25	+9.7	318.88	+11.1	297.31	+2.4	335.21	308.42
Los Angeles	355.03	+15.7	335.95	+17.4	325.56	−4.5	345.41	325.74
Minneapolis	283.33	+6.0	276.35	+6.1	305.29	+0.3	283.17	278.89
New Orleans	328.00	+5.4	263.62	+1.7	299.96	−4.3	317.68	280.65
New York	256.79	+6.0	245.05	+3.3	323.77	+7.8	272.33	273.43
Philadelphia	310.40	+4.5	266.67	+3.9	314.78	−5.8	312.08	286.51
Pittsburgh	309.77	+7.3	231.59	+8.9	313.91	−5.7	300.04	279.90
St. Louis	308.65	+17.9	262.94	+9.0	327.57	+13.4	313.02	289.41
San Francisco	336.73	+13.6	296.33	+13.7	335.63	+12.2	337.72	311.90
Seattle	351.26	+14.2	337.40	+13.6	323.04	−2.6	344.79	325.33

Trends to Watch

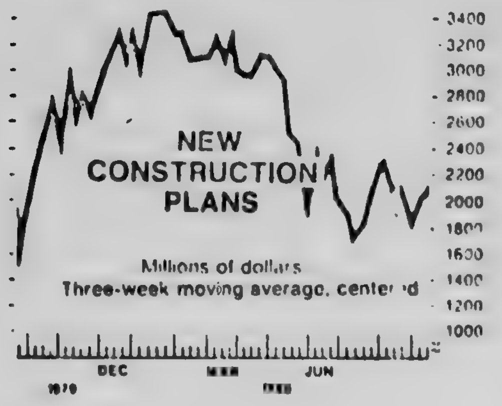

ENR's seasonally adjusted bidding volume index

Continued weakness in most markets left the index 6% behind 1979's August pace.

ENR Market Trends

Latest Week

COST INDEXES ENR 20-cities 1913 = 100	Sept. 11 index value	Change from last month %	 year %
Construction Cost	3,331.70	+0.6	+6.7
Building Cost	1,974.79	0	+3.9
Common labor (CC)	6,406.97	+1.0	+9.5
Skilled labor (BC)	2,839.84	+0.4	+7.6
Materials	1,446.85	−0.4	−0.2



Cum. 38 weeks 50-state totals ENR-reported	Week of Sept. 18	1980	change '79-'80 %
	$ millions		
BIDDING VOLUME			
Total construction*	1,199.7	43,684.7	− 2
Heavy & highway	562.7	19,660.5	− 24
Nonresidential bldg	480.3	23,737.6	+ 20
Housing, multiunit	156.7	6,286.6	+ 22
NEW PLANS			
Total construction*	2,902.1	101,882.9	+ 9
Heavy & highway, total	678.6	33,513.0	− 3
Water use & control	159.2	9,820.2	− 33
Waterworks	27.7	2,305.7	− 2
Sewerage	88.0	5,180.6	− 7
Treatment plants	60.4	2,573.2	+ 9
Earthwork, waterways	43.5	2,333.9	− 65
Transportation	146.2	17,952.5	+ 54
Highways	20.2	11,682.3	+ 41
Bridges	20.0	2,892.4	+202
Airports	102.2	2,185.8	+ 62
Terminals, hangars	62.5	1,446.6	+ 97
Elec. gas. comm	326.0	3,598.6	− 45
Other heavy const	46.9	2,130.1	+ 32
Nonresidential bldg	1,866.9	50,730.7	+ 15
Manufacturing	501.3	10,529.5	+ 55
Commercial	623.6	16,387.7	+ 18
Offices	292.4	10,477.5	+ 39
Stores, shopping ctrs	276.4	5,474.1	− 8
Educational	74.7	4,494.3	− 14
College, university	22.5	1,813.3	− 7
Medical	78.3	5,232.9	+ 24
Hospital	67.7	4,150.1	+ 33
Other	589.0	12,686.2	0
Housing, multiunit*	356.7	17,639.3	+ 19
Apartments	203.5	13,044.2	+ 25

*Excludes 1-2 family houses. Minimum size included [illegible] plants, heavy and highway construction $100,000; buildings $500,000

NEW CONSTRUCTION CAPITAL

	Week of Sept. 11	Cum. 37 weeks 1980	change '79-'80
	$ millions		%
Total new capital	179.7	20,429.7	− 12
Corporate securities	71.0	3,024.5	− 47
State and municipal	107.7	17,385.2	0
Housing	0	8,407.5	+ 47
Other bldg and hvy	107.7	8,977.7	− 23

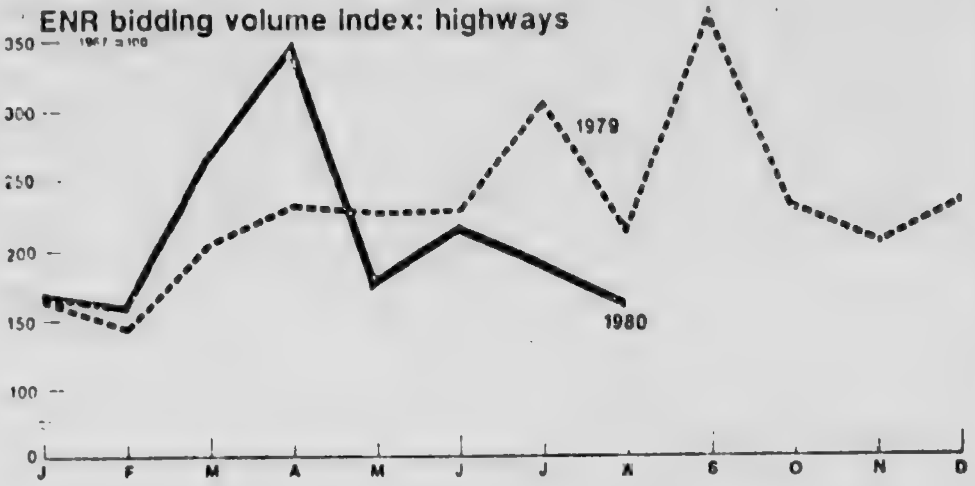
Latest Month

NEW CONSTRUCTION PLANNING BACKLOG	Aug. 1980 ($ millions)	ENR-50 state totals % change from last month	 year
Total U.S. (ENR reported)	356,474	−0.9	+11.9
Private	190,146	+1.7	+17.3
State and municipal	119,296	−5.1	+7.2
Federal	47,032	+0.2	+3.9
PUBLIC			
Waterworks	6,648	+0.4	+7.9
Sewerage	28,798	−0.4	+5.0
Bridges	4,689	−2.7	+83.7
Highways	24,132	−2.2	+30.3
Earthwork, irrigation, drainage, waterways	30,463	+1.5	+1.4
Buildings	61,886	−0.2	+8.3
Unclassified	16,074	+2.5	+9.1
PRIVATE			
Mass housing and commercial buildings	117,147	+1.9	+34.2
Industrial plants	55,842	+1.3	−5.2
Unclassified	17,175	+2.4	+15.0

NEW INDUSTRIAL PLANS	Aug. 1980 (4 wks.) (mil)	Change from last month* %	 year* %	Cum. 8 mo. value ($ mil)	Change '79-'80 %
Private total	1,369.5	−12	−19	16,639.8	+8
Manufacturing plants	1,033.6	+34	−7	8,883.0	+35
Aircraft	0.7	−90	+17	54.6	−2
Automotive	219.2	+40	866	740.0	+34
Chemical process	551.2	0	−31	5,853.7	+92
Electronic equipment	49.4	+32	−78	392.0	−21
Food and beverage	12.0	+34	−80	453.6	+2
Machinery	49.4	−9	+[illegible]	238.0	−10
Iron and steel	4.4	+29	+2	173.6	−72
Nonferrous metal	34.4	+[illegible]	−34	317.0	−10
Other manufacturing	112.9	+86	+18	660.5	+16
Warehouses	145.9	−20	−43	2,245.4	+55
Industrial service	135.0	−6	−36	2,675.2	+55
Industrial parks	32.9	−12	+57	489.2	+90
Electric generating plant	22.1	−57	−77	2,347.0	−56
Public industrial plants	48.0	−61	−69	2,448.3	−38
.... AND CONTRACTS					
Private Total	405.6	−7	+3	7,738.2	−13
Manufacturing plants	224.5	+4	+5	5,368.9	+97
Aircraft	0	−100	−100	25.6	−80
Automotive	8.1	−36	−43	68.4	−69
Chemical process	103.3	0	−3	2,842.3	+103
Electronic equipment	24.4	+36	+35	319.8	+29
Food and beverage	4.9	−75	−60	405.3	+185
Machinery	34.3	+428	−1	101.4	−21
Iron and steel	14.0	+15	+483	1,212.6	+688
Nonferrous metal	0.7	−97	−85	111.3	+175
Other manufacturing	34.8	+75	+61	282.2	+8
Warehouses	77.3	+10	−5	593.3	−5
Industrial service	37.8	−67	−44	804.6	+34
Industrial parks	6.0	+3	+500	27.9	−68
Electric generating plant	60.0	−82	+97	943.5	−80
Public industrial plants	113.4	+54	+15	1,314.9	+1

*Based on average week

Trends to Watch



New highway contracts trailed 1979's volume for the fourth consecutive month.

Form [illegible]

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

CORPORATE YARD ESTIMATE COMPARISON SHEET
J. B. Boyd 2/13/81

	UNIT	I			II			III			IV			V		
		COST			COST	AMOUNT	TOTAL	COST	AMOUNT	TOTAL	COST	AMOUNT	TOTAL	COST	AMOUNT	TOTAL
Excavation	cyds	2.75	4,511	12,405	2.00	2,722.56	5,445.12	2.00	2,722.56	5,445.12	2.75	4,553	12,521.00	2.00	4,553	9,106.00
Base	cyds	8.00	4,511	36,088	8.00	1,828.28	14,626.24	8.00	1,828.28	14,626.24	8.00	4,553	36,424.00	8.00	4,553	36,424.00
Fine Grade	sq. ft.	0.15	81,200	12,180	0.15	81,200.00	12,180.00				0.15	81,893	12,284.00	0.15	81,893	12,284.00
Paving	sq. ft.	0.45	32,909	14,809	0.45	32,909.00	14,809.05	0.45	32,909.00	14,809.05	0.45	81,893	36,852.00	0.45	81,893	36,852.00
Ditches	lin. ft.	4.42	880	3,887	4.42	880.00	3,889.60				4.42	880	3,890.00	4.42	880	3,890.00
F	lin. ft.	15.00	280	4,200	15.00	280.00	4,200.00	15.00	280.00	3,000.00	15.00	280	4,200.00	15.00	280	4,200.00
Trees	each	140.00	30	4,200	140.00	30.00	4,200.00				140.00	30	4,200.00			
Hedges	each	50.00	104	5,200	50.00	104.00	5,200.00				50.00	104	5,200.00			
Irrigation	L. S.	8,750.00	1	8,750	8,750.00	8,750.00	8,750.00				8,750.00	1	8,750.00			
Top Soil	sq. ft.				0.23	48,291.00	11,106.93									
Seeding Mix	sq. ft.				0.08	48,291.00	3,863.28									
Lawn Irrigation	sq. ft.				0.25	48,291.00	12,072.75									
				101,719			100,342.97			37,880.41			124,321.00			102,756.00
													x .43			x .43
													53,458.03			44,185.08

I Estimate presented by Multnomah County 8/18/80 rejected by State

II Estimate presented by Multnomah County 9/16/80 submitted to FHWA 9/23/80

J Estimate returned by FHWA approved as modified 10/1/80

1v Estimate presented by State to FHWA 2/11/81 landscaping rejected by FHWA verbally

V Estimate presented by State to FHWA 2/13/81 without landscaping to support $50,000 settlement

ROW]2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 11, 1981

TO: E. J. Valach, Acting Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
J. B. Boyd
Right of Way Manager

SUBJECT: Supplemental Agreement No. 5
to Phase III
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

I have concluded negotiations on unresolved issues at the Public Works Facility. Only two items require your attention; the remainder of the issues are routine and within the framework of prior agreements, they merely clarify the methods of billings and insure the County's understanding. The two issues which I request your approval and concurrence in the agreement, are as follows:

1. c. Corporate Yard - $50,000. The corporate yard has been estimated in several different ways in the past year. I have utilized an additional way of estimating this cost, and it indicates that the $50,000 is a reasonable settlement. I would appreciate your concurrence in this amount to be provided to the County, and as the agreement states, it "will be retained and utilized for the benefit of the County for betterments and nonparticipating items on the present contracts."

   d. The escalation factor. The ENR Base National Index that we utilized in our agreements previously, was found to have two distinct base numbers; one at 1913 and the other 1967 average. The 1913 average gives a slightly different amount in the final figures. I am including a calculation number utilizing the 1913 average which gives to the County approximately 17,000 additional dollars.

I am recommending both of these figures and would appreciate your concurrence in the interest of settlement.

JBB:jh

attach.

bc: Tom Walsh
F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
Glenn Green
Bob Gormsen ✓

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(75)312
Multnomah County Shops

Date: February 20, 1981

From: Acting Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Keasey's February 12, 1981, memorandum transmitted Price Agreement No. 5 for approval.

The bridge cranes, covered by this agreement, are included in the price of the building and are not considered to be equipment. The cost of the building has exceeded our limiting amount, so the cost of this change should belong to the County.

We are, therefore, returning Price Agreement No. 5 without approval.

E J Valach
E. J. Valach

Attachment

cc:
OSHD (C T Keasey, Const)

Orig. w/att.

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 12, 1981

Tuck Wilson, Director
Department of Justice
Services Administration
Room 809 Multnomah
County Courthouse
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Supplemental Agreement No. 5
to Phase III
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311
(SHOPS)

[illegible] CONTRACTS and
AGREEMENTS No.

Dear Tuck:

Chairman Anthony Yturri of the Oregon Transportation Commission has approved this agreement today. Please obtain the necessary Multnomah County signatures and return two copies to this office. Upon receipt of the signed agreement the monies indicated will be transferred to Multnomah County's account for its use.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jh
enc.

cc: Chairman Anthony Yturri w/attach.
Tom Walsh w/attach.
F. B. Klaboe w/attach.
H. S. Coulter w/attach.
E. S. Hunter w/attach.
D. H. Moehring w/attach.
V. E. Skoog w/attach.
Glenn Green w/attach.
Bob Gormsen w/attach.
E. J. Valach

FEB 1[illegible] '81

[illegible]ED
F. B. [illegible]LABOE

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-205-7(75)312

STATE PROJECT NO. See Below

FROM: E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 00062

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 12 '81
REFER TO
Manning
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 1/13/81

FEDERAL ROUTE NUMBER Interstate 205

STATE ROUTE NUMBER Primary 64

GENERAL LOCATION: Multnomah County Maintenance & Operations Facility (Phase III)

GENERAL DESCRIPTION OF WORK: Right of Way - Functional Replacement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Rockwood Water District
(General Engineering Services)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 1/19/81 this will confirm the advance approval date and authorization to proceed effective 1/13/81 with the Rockwood Water District. Since Rockwood Water District does not have adequate forces to perform the necessary work I approve the agreement with Lee Engineering, Inc. to provide the necessary services on an actual cost basis estimated to be $3,000. - Federal Funds $1,798 (Interim participating amount 65%).

Federal-aid funds will be eligible for only that amount of work to provide required quantity of water for shop building.

DATE 2/9/81

SIGNATURE OF APPROVING OFFICIAL

TITLE for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-831-855

ROW 12

STATE OF OREGON INTEROFFICE MEMO

TO: Bob Church
Contract Payments Coordinator

DATE: January 23, 1981

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Percentages
Contract 9106
Prefix 626-1058
Phase II
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

Copy [illegible]

Please change the percentages in accordance with the attached Progress Estimate and Cost Report. These percentages are being changed to agree with those shown on Contract 9188. The total participation in Item 1P (Participating costs in the building) on Contract 9087, 9106 and 9188, is limited to $6,654,997.75. This figure may have to be adjusted in our final analysis.

JBB:jh
Attach.

cc: E. S. Hunter
Ed Hardt
Bob Shotwell
Vern Skoog
Tuck Wilson

RECEIVED
TECHNICAL SERVICES
JAN 26 '81
REFER TO

NOTED
E. S. HUNTER

#7117

ROW 12

2.

STATE OF OREGON

INTEROFFICE MEMO

TO: Vern Skoog
Highway Controller

DATE: January 23, 1981

J B Boyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Construction Engineering Charges
Prefix: 626-1055
626-1058
626-1063
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

ATTENTION: Dick Hacek
Assistant Controller

Please change the percentages on the construction engineering to the 80/20 split shown on page 5 of the Phase III Agreement between Multnomah County and the State of Oregon.

JBB:jh
attach.

cc: E. S. Hunter w/attach. ✓
Ed Hardt w/attach.
Bob Shotwell w/attach.
Bob Church w/attach.
Tuck Wilson w/attach.

RECEIVED
TECHNICAL SERVICES
JAN 26 '81
REFER TO

The costs of Solar Heating systems will be based on bid prices. The costs of ineligible betterments will be based separate bid packages when possible or on the area of the ineligible betterments as compared to the total area. This ratio will be multiplied by the cost of the building and the result will be County's portion of the cost. The remainder will be the responsibility of State provided it does not exceed the limit previously stated in Supplement Agreement #2 dated June 29, 1979, with adjustments and credits. County will be billed monthly on their estimated share of the costs on the project. County will reimburse State within 30 days of receipt of State's bill.

10. County shall assign personnel and administrative directions to the project to assist the State during the execution of construction contracts. The cost of County's personnel assigned to the project shall be pro-rated between the County and the State based on the cost of the ineligible betterments versus the Functional Replacement costs. Pending final determination of County and State share of costs, it shall be assumed that the County's share is 20% and the State's share is 80%. The County will bill the State monthly for the State's portion of County's costs and the State shall reimburse the County within 30 days of the receipt of the County's bill.

11. The cost of the State's personnel assigned to the project shall be pro-rated between the County and the State based on the cost of the Functional Replacement versus the ineligible betterment costs. Pending final determination of County and State share of costs, it shall be assumed that County's share is 20% and the State share is 80%. The State will bill the County monthly for County's portion of State costs and the County shall reimburse the State within 30 days of the receipt of the State's bill.

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 23, 1981

In Reply Refer to
File No.:

Tuck Wilson, Director
Department of Justice
Services Administration
Room 809 Multnomah County
Courthouse
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Phase I, II & III
Vance Pit Project
File 46993-A
FAP No. I-205-7(8)311
(SHOPS)

Dear Tuck:

In response to the memorandum written to you by Mr. Tom Guiney, I have attempted to assist the County in changes that he has requested. I would prefer in the case of the first contract, because of the minor differences, to leave those percentages until we have completely resolved our calculations.

On Contract 9106 I will abide by the request of Mr. Guiney, and change the percentages on the precast work to 81%, State; and 19%, County.

On Contract 9188 I will advise the payment section to cease any payments on building work upon the attainment of the maximum participating amount.

I hope that these changes will assist the County in their present problem. I am also reflecting these changes in the agreement attachment Exhibit "A" although the percentages on the third contract 9188 will remain the same even though participation has stopped and shifted to 3N in dollars when the maximum participation has been attained.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

RECEIVED
TECHNICAL SERVICES
JAN 26 '81
REFER TO

JBB:jh

cc: E. S. Hunter
Ed Hardt
Bob Shotwell
Bob Church
Vern Skoog

H
NOTED
E. S. HUNTER

Form 734-3122

January 19, 1981

ROW 13-4

TO: Glen L. Green, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Engineering Service Agreement
Rockwood Water District/Lee Engineering Inc.
Multnomah Co. Maintenance & Operations Facility
(Phase III)
East Portland Freeway
Multnomah County
Project No. I-205-7(75)312

RECEIVED
TECHNICAL SERVICES
JAN 21 '81
REFER TO
FOR
Info | R/D | File

Here is a copy of a fully-executed Engineering Service Agreement between Rockwood Water District and Lee Engineering, Inc. dated December 19, 1980 which provides for general engineering services as may be required by the District. Exhibit A of the Agreement, more specifically, applies to the services required by the District for determining a method of supplying water service to the Multnomah County Maintenance and Operations Facility.

Rockwood Water District does not have sufficient engineering staff to accomplish the engineering work required to provide water service to the Multnomah County Facility.

The engineering services will be provided on an actual cost basis at rates specified in Exhibit A-1 to the Agreement.

Lee Engineering, Inc. will, at this time, provide only those services required to develop a method of supplying the required water service. Upon completion of the preliminary engineering services, the method for installation of the water service will be determined and then an agreement made for final design and construction engineering. Providing water service to the new Multnomah County Maintenance and Operations Facility is an anticipated item.

Your approval of the Engineering Service Agreement and confirmation of your verbal authorization to proceed with the engineering services as of January 13, 1981 under the Provisions of PPM 30-4 and FHPM 6-1-2 is requested. Estimated cost to the State is $3,000.

DES/JMC/vlw
cc: E. S. Hunter
Jack M. Cartwright
Robert Shotwell
Gary Kennen
Rich Evans

L.

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
TECHNICAL SERVICES
DEC 29 '80
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

In Reply Refer to
File No.:

December 24, 1980

NOTED
E. S. HUNTER

Tuck Wilson, Director
Dept. of Justice Services, Admin.
Rm.809, Multn. Co. Courthouse
1021 SW 4th Ave.
Portland, OR 97204

RE: Cost Accounting
Multnomah County Operations
and Maintenance Facility
File No. 46993A
FAP No. I-205-7(8)311 (SHOPS)

Dear Tuck:

I am sending you a series of the documents we utilize in payments plus the latest draft of the agreement specifying the accounting methods.

1. The Invoice. This will show the amounts charged to Multnomah County by the various prefixes, the fund balance and the amount due if the balance has been expended. With this invoice will be a statement of expenditures as of the end of each month and an attachment for the detailed charges to each one of the items for all the object codes which are involved.

2. Contract Payment Documents. I have included the last contract payment voucher cover sheet, contract payment voucher and monthly progress estimate and cost report on each of the phases of the Operations and Maintenance Facility. These are the documents referred to in the agreement transmitted under item 3.

3. Change Orders. Item 5 of the draft agreement specifies method of handling change orders.

4. Draft Copy of Supplemental Agreement No. 5 to Phase 3 of the State/County Agreement.

Hopefully, these documents will make the process of contract payments and contract responsiblity more clearly understood. In the payment process relating to contracts such as this, the monthly payments are estimates and final payment is only a fact after the final quantities have been checked and all claims resolved.

Prompt payments to the contractor are an obligation on the part of the State and under present law if payment is not made promptly, interest payments must be tendered to the contractor. The method that has been described in all these documents is fair. The resolution of all items will be made upon submission of the final measurement documents and an agreement at that time as to what the total and final responsibilities and percentages are to both the State and the County.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jr

Enc.

cc: E. S. Hunter w/att.
Carrol Keasey w/att.
Vern Skoog w/att.
Ed Hardt w/att.
Bob Shotwell w/att.
Bob Church w/att.
Ken Johnson w/att.

9116

11/12/80

For Federal Aid Project see #9106.

VICTOR ATIYEH
[illegible]

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 28, 1980

In Reply Refer to
File No.:

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
OCT 28 '80
REFER TO
FOR
Info Inves R/D D/R Sign Art File

Tuck Wilson, Director
Department of Justice
 Services
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Supplemental Agreement
 No. 5 to Phase III
County/State Agreement
Rocky Butte Operations
 & Maintenance Facilities
File 46993-A
FAP No. I-205-7(8)311
 (SHOPS)

Dear Tuck:

As requested by Mr. Brian Playfair, I have written an agreement which clarifies the financial arrangements between the State and the County. The original agreements spoke generally to the Design Phase which was divided 80% functional replacement, and 20% County betterments. As we worked into the various contracts, the 80/20 split was not appropriate.

The Phase I contract was divided as to percentages based on the actual bid items involved.

The Phase II or Pre-Stress and Erection Contract was subdivided based on the areas of both State and County. The areas were utilized because at that time we had still not solved the problem of the expensive space versus the storage space.

The Phase III contract building portion was divided as shown in the Phase III Supplemental Agreement No. IV. The 81% versus 19% was the allotment to the functional replacement space cost versus the betterment space cost.

All of the costs will have to be reallocated in a final accounting for final costs of functional replacement responsibilities and betterment responsibilites. Construction engineering will continue to be allocated as shown on Exhibit "A" until a final accounting is made and at that time the entire financial chronology will be reviewed and proper credit for interest payments will be made to the County and proper allocations made for the construction engineering. Each construction contract on the direct measured quantities will have direct input. The only reallocation will be made on the percentage items and the final percentage will not be known until such time as the final costs are derived.

I would appreciate your approval of this agreement.

Very truly yours,

Bruce

J. B. Boyd
Right-of-Way Manager

JBB:jr

cc: Tom Walsh
H. S. Coulter
E. S. Hunter
Walt Hart
D. H. Moehring
V. E. Skoog
Ed Hardt
Bob Shotwell
Jack Sollis
Glen Green

October 15, 1980

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Roadwork Phase I
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

The responsibility for roadwork was not fully clarified on Phase I. The project did indicate steps to be taken in roadway areas.

The Resident Engineer made several decisions during the course of the work which all had a positive effect on the project. He agreed to allow 3 feet of excavation and 2 feet of backfill with pit run material. The contractor absorbed anything below this level. The result is a firm road system for the execution of both Phase II and Phase III.

The total costs as outlined on the attached sheet show a cost for Phase I roadwork of $55,948.25 or a square foot price of $.86.

The total costs computed for the same work on Phase III roadwork is indicated to be $.55 per square foot or a total cost of $35,702.70. This being computed on a square foot of excavation and base 18 inches deep.

Neat lines such as indicated in the second example rarely exist with overbreak in roadway excavation, under curbs, etc. I request that the $55,948.25 expended for roadwork in Phase I be accepted as participating.

RECEIVED
STATE HWY ENGR
OCT 1[illegible] '80
REFER TO
FOR

JBB:jh

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
C. T. Keasey
Ed Hardt
Bob Shotwell

ROAD WORK PHASE I

Contract Item Type 4 Backfill Roads 5140 cubic yards @ $2.50	$12,850.00
County Furnished Rock 5140 cubic yards @ $1.20	6,168.00
Contract Item Type 1 Excavation 7672 cubic yards @ $2.25	17,262.00
PA Pit Run 998 cubic yards @ $8.00	7,984.00
PA Pit Run 1731 cubic yards @ $6.75	11,684.25
Square Feet in Phase I - 64,914	55,948.25
3 Feet Deep per Square Foot	.86

Road Work Phase III	
Excavation 1 cubic yard @ $2.00 =	.11/Sq. Ft.
Aggregate 1 cubic yard @ $8.00 =	.44/Sq. Ft.
	.55/Sq. Ft.

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 10-8-80	INSPECTION MADE BY R. W. Pillsbury, Spc Pgms		PROJECT NO. I-205-7(75)312

Original Signed By
R. W. PILLSBURY
Research & Technology
Engineer

IN COMPANY WITH
Joe Simpson, OSHD

LOCATION
Vance Pit just SE. of 190 and E. Burnside on the east side of Portland.

CONTRACTOR NAME AND ADDRESS
Donald M. Drake Co., Portland, OR

AWARD DATE 9-25-80	CONTRACT AMOUNT $8,774,365.	TIME ALLOWED 390 days	TIME STARTED 10-8-80	WORK STARTED 10-6-80
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 0%	WORK COMPLETED 0%	

REMARKS

MULTNOMAH COUNTY SHOPS-PHASE III
Building & Site Work

Work on this project is just starting. A subcontractor was on the site digging out the north and south entryways and footings for the retaining walls.

The prime contractor will start October 13. His plan of attack is to first weather proof the building so he will be able to work inside all winter. The building is quite large and once the Phase II contractor gets the NE. corner done, this contractor can start.

RECEIVED
STATE HWY ENGR
OCT 15 '80
REFER TO
FOR
Info Invest. Rpt. Dft. Sign Act File

Form FHWA-1446 (12-73) Formerly PR-33 A Previous Editions of PR-33A will Not Be Used.

1980 Multnomah County Maint. 9188
& Operations Facility (Phase 3)
(general construction) #2

CVA 5439

11-9-79
4-4-80
8-12-80

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

TO: Ed Hardt
Region 1 Engineer

DATE: September 29, 1980

FROM: J. B. Boyd
Right of Way Manager

J B Boyd

SUBJECT: Claim by Multnomah County
Multnomah County Operations
and Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

NOTED
E. S. HUNTER

Attached is a submittal of a claim from Multnomah County regarding the processing of the pit run material in their substructure. Please investigate and make an analysis to determine the basis and if there is a justification for the claim.

JBB:mk
Attachment

cc: E. S. Hunter ✓
V. E. Skoog
Carroll Keasey
Glen Green
Tuck Wilson

RECEIVED
TECHNICAL SERVICES
SEP [illegible] '80
REFER TO
FOR
[illegible] Act

Contains
Recycled
Materials

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Ed Hardt
Region 1 Engineer

DATE: September 23, 1980

FROM: J. B. Boyd
Right of Way Manager

NOTED
E. S. HUNTER

SUBJECT: Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

The County has concurred in the award of the Public Works project as indicated in the attached letter. They do, however, have some concern over their financial position and I request that immediately upon award of the contract, we notify the contractor to delay the following items under the terms of our standard specifications, Section 104.02, "Alteration of Plans or Character of Work." It is their intention to proceed with these items as soon as they can be assured that the financial situation is clear on the project. The items are:

Alternate A - "Finished Areas of Basement"
Alternate B - "Dynomometer Room"
Alternate E - "Fleet Wash"
Equipment Item No. 521 - "Engine Diagnostic Computer With High Speed Printer"
Equipment Item No. 522 - "Chassis Dynomometer"

None of these items are necessary in the early construction phase of this project, and should not impair the contractor's work. The County will notify us to proceed as soon as they are able.

JBB:jh

cc: E. S. Hunter
C. T. Keasey
Bob Shotwell
Jack Sollis
Glen Green
Tuck Wilson
Tom Guiney

RECEIVED [illegible]

ROW 12

STATE OF OREGON

INTERОFFICE MEMO

TO: Dave Moehring, Assistant
State Highway Engineer

DATE: September 23, 1980

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Clearance & Award
Multnomah County
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

Attached is a letter of concurrence written by County accompanied by an analysis of their responsibilities. A copy of this analysis was given to Mr. Steve Macnab to accompany the Programming Estimate on this date.

JBB:jh
attach.

cc: E. S. Hunter
Bob Gormsen
Ed Hardt
Bob Shotwell
Glen Green

Contains
Recycled
Materials

MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-5000

DONALD E. CLARK
COUNTY EXECUTIVE

September 22, 1980

RIGHT OF WAY ADMINISTRATION
RECEIVED
SEP 23 1980

☐	☐	☐	[✓ ☐]	☐	☐
M	AM	ADM	RBR	CA	RS
☐	☐	☐	☐	☐	☐
FMS	AS	CE	OS	TA	RUE
☐	☐	☐	☐	☐	☐
0	1	2	3	4	F

Bruce Boyd, Right-of-Way Manager
Highway Division
Dept. of Transportation
Transportation Building
Salem, Oregon 97310

Dear Bruce:

The County concurs in the award of the basic bid items; Alternate A, finished areas at basement; Alternate B, dynomometer room; Alternate D, solar heat system; Alternate E, fleet wash; Equipment item #521, engine diagnostic computer with high speed printer; and Equipment item #522, chassis dynomometer.

Our participation in these items is as follows:

19% of building work	$ 1,037,460.04
19% of special wall backfill	$ 36,480.00
19% of finished areas in basement	$ 41,800.00
53% of excavation	$ 222,600.00
Pit run material	$ 63,000.00
Fabric filter	$ 49,125.00
Furnish pile driving equipment	$ 15,900.00
Furnish piling	$ 21,552.00
Drive piles	$ 648.00
Solar heating system	$ 567,000.00
Fleet wash	$ 104,000.00
Generator (approximately 25%)	$ 11,000.00
Dynomometer room	$ 78,000.00
Equipment item #521	$ 20,100.00
Equipment item #522	$ 41,000.00
Total:	$ 2,309,665.04

This concurrence is based on the assumption that the current maximum functional replacement overrun is $505,000 and that the minimum amounts of state credits to the county are a $136,000 paving credit, a $43,000 corporate yard credit, and a $43,000 Phase I rock credit. It also assumes that out previous contracts commitments do not exceed $1,440,000. Our project budget would then be as follows:

cc-Hunter.
Moehring
Gormsen ✓
[illegible]

AN EQUAL OPPORTUNITY EMPLOYER

Resources:

1980-81 budget - Road Fund special appropriation	$ 3,579,790.00
1980-81 budget - solar grant	$ 593,770.00
Paving credit	$ 136,000.00
Corporate yard credit	$ 43,000.00
Phase I rock credit	$ 43,000.00
Total resources:	$ 4,395,560.00

Requirements:

Sewer oversizing	$ 175,000.00
Consultant and permit fees	$ 200,000.00
Phase I excavation contract	$ 565,000.00
Phase II pre-cast concrete contract	$ 500,000.00
Phase III contract	$ 2,309,665.00
Phase III functional replacement over-run	$ 505,000.00
Total:	$ 4,254,665.00
Reserve balance:	$ 140,895,00

Sincerely,

Rena Cusma

RENA CUSMA,
Director

RC:kb
cc: Tuck Wilson
Tom Guiney
file

ROW 12

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 23, 1980

In Reply Refer to
File No.:

TO: Glen Green, Division Administrator
Federal Highway Administration

J B Boyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Award of Contract
Phase III - Unresolved Items
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

RECEIVED
DOT DIRECTOR
SEP 23 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

There are three unresolved items on the project which the County would like resolution so that they may ascertain the amounts of money that are available to complete their project. The items are:

1. Generator. The County has furnished additional data on the acquisition of a 500 kilowatt generator. The bid documents indicate a value of $40,000; the County has requested quotes from a number of suppliers for both 500 KW generators and 350 KW generators, but they have not arrived, but indicate a value of 75% of the 500 KW for the 350 KW. A reasonable solution to the amount of participation was arrived at by deciding that a pro rata share of the 350 to 500 KW generators on the three quotes would be utilized to determine the Federal/State share of the $40,000. This appears to be reasonably ascertained at 75% of the value, and I have proposed a credit to the County of $30,000 on this item. If the quotes do not justify this we will readjust the share. As you will remember by my justification of June 30, the standby generator poses a problem to the State as it must remain during the time that the jail is in service. I recommend that we agree to this $30,000 credit.

2. Paving Credit. The County has requested for us to delay the paving of the site and furnish them with a credit which will in the future be utilized for surfacing the roadways and the parking areas and the credit provides for four inches on the road surfaces and two inches of paving on the parking surfaces. The

credit extends over an area of 5½ acres and is in the amount of $136,050. This amount was estimated by the Architect; the prices were verified by our Costs Section. There is no bid item for this work. I recommend an allowance of $136,050 be allowed the County for future paving.

3. Corporate Yard. Our original agreements entailed a credit to the County for approximately 6.3 acres of roads, parking and storage areas. The development to this site has created a larger area than that due primarily to its configuration. The total of the roads, parking areas and corporate yard, equal 7.37 acres. The County has decided to delete their corporate yard requirements because of funding problems. The alternatives to the corporate yard is a smaller parking area of .8 of an acre and the grading, seeding and irrigation of the remaining area. This is due to design requirements of the planning commission which they indicate as being a requirement. The County has prepared an estimate of the quantities and items required to complete the work and this item totals an estimated $100,350. It is my recommendation that we agree to this credit to the County for this work to be completed after they have solved their overburden problem which we have contended for some time is entirely their responsibility. I recommend a credit in the amount of $100,350 to be allotted for this work.

I am including with this letter, a breakdown of the costs for the entire project, and the method of allotting these costs to the County and to the State and Federal Governments. 1P is designating the Federally participating share in the building; 3P is totally County betterments; 2P is the site work and 9N is uneligible betterments paid for entirely by the County. As you will note, the total of the 1P is $7,344,288.15 of which only $6,654,997.75 are eligible for participation leaving a shortfall on the building, Federal functional replacement portion of $689,290.40. Additionally there is a shortfall in the fuel building of $29,734.66. These are allotted as County expenses. With your approval of the above three items and with the completion of these contracts, the State and Federal Government will complete their responsibilities in the area of the replacement for the Public Works Facility.

JBB:jh

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

ROW 12

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 2, 1980

Tuck Wilson, Director
Department of Justice
Services
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Multnomah County Operations
& Maintenance Facility
Award of Contract
Federal & State Participation
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

Dear Tuck:

The Federal and State participation will be limited to the low bid for the required work. The optional work is not to be considered in this determination.

The low bid analysis for participation will be based on Items 1 through 31 inclusive, and Items 35, 36, 37, 45, 55, 56, and 57.

Multnomah County will make its decision as to the award based on its best interest considering the above. Multnomah County may choose to select a bidder other than the low bidder on the items listed above. The understanding being that Federal and State participation will be limited to the low bid on the items listed above.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

RECEIVED
STATE HWY ENGR
SEP 3'80
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

JBB:jh

cc: Tom Walsh
F. B. Klaboe
H. S. Coulter
E. S. Hunter
Walt Hart
D. H. Moehring
Ed Hardt
Bob Shotwell
Tom Guiney

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(75)312
Multnomah County Shops
Multnomah County

Date: August 28, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

At a meeting in your conference room today with the State, Architect, and County represented, the matter of selecting a low bidder for this project was discussed.

Federal participation will be limited to the low bid for the required work. The optional work is not to be considered in this determination.

This may be in conflict with Section 102.14 of the Special Provisions. You, therefore, should consider issuing an appropriate addendum to clear up this matter.

G. L. Green

cc:
OSHD (J B Boyd, R/W)

RECEIVED
STATE HWY [illegible]
[illegible] '80
REFER TO
[illegible]

CCH
CORVALLIS CRANE & HOIST, INC.
Rt 3 Box 535 • Corvallis, Oregon 97330
(503) 752-0602

August 27, 1980

RECEIVED
STATE HWY ENGR
SEP 2 '80
REFER TO
FOR

Zimmer-Gunsul-Frasca
111 S.W. Oak
Portland, Oregon
97204

Subject: (2)5 ton and (1)10 ton Bridge Cranes
Multnomah County Maintenance/Operations Facility

Attention: Mr. Dale Morrow

Dear Mr. Morrow:

In reviewing the specifications for these cranes, it is obvious that the only equipment that can be supplied is Demag. I would like to point out that Demag is of foreign manufacture thus forcing foreign trade without an opportunity for domestic suppliers to bid the work. This hardly seems right during our economic struggles, especially, because Demag does not qualify under Crane Manufacturers Association of America Specifications (1974) or Hoist Manufacturers Institute Specifications (1974). These specifications have long been the byword for designers and engineers in the U. S. as well as some other countries.

Dresser, Yale, Wright, Robbins & Myers, as well as other manufacturers make equipment to serve the purposes of the cranes in this facility, but according to the specs, suppliers are unable to use these domestic made equipment. I do not wish to sound bitter, but I do not believe I have ever seen a crane spec before that required that the contractor was forced to buy only one brand of equipment, especially foreign made, for a U.S., State, County, or City job.

In closing I would like to recommend that future jobs of this type be noted in the "Conveying Systems" (Sec. 14) of your specs so that sub-contractors can find the equipment to bid.

Sincerely,

Donald R. Butler

Donald R. Butler, Pres.

C.C. State of Oregon Engineering Department.

U. S. DEPARTMENT OF TRANSPORTATIO FEDERAL HIGHWAY ADMINISTRATION

7158

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	I 05-7(75)312 (shop)
STATE PROJECT NO.	See below
PROGRAM NO.	
ITEM NO.	00062
COUNTY NAME	Multnomah
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:
G.L. Green, Division Administrator
FHWA - Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 20 '80
REFER TO
FOR
Info | Inves | R/O | D/R | Sgn | Act | File

8-21

DATE PS&E APPROVED	8/13/80
DATE AUTHORIZATION EFFECTIVE	8/13/80
FEDERAL ROUTE NUMBER	Interstate 205
STATE ROUTE NUMBER	Primary 64

GENERAL LOCATION:

Multnomah County Operations and Maintenance Facility

GENERAL DESCRIPTION OF WORK:

Functional Replacement (Right of Way)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Functional Replacement

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8/11/80 you are authorized to advance the construction of the Phase III of the subject project at a TEC of $5,616,371 Federal Funds $5,179,417.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8/13/80		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-555

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 12, 1980

Tuck Wilson, Director
Department of Justice
Services
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Supplemental Agreement
No. IV to Phase III
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311 (SHOPS)

MISC. CONTRACTS and
AGREEMENTS No. 54[illegible]1

Dear Tuck:

Transmitted herewith is one fully executed copy of Supplemental Agreement No. IV to Phase III with all attachments. Included is a letter of approval from the Federal Highway Administration.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jh
enc.

cc: Tom Walsh w/attach.
H. S. Coulter w/attach.
E. S. Hunter w/attach.
Walt Hart w/attach.
D. H. Moehring w/attach.
Ed Hardt w/attach.
Bob Shotwell w/attach.
Bob Gormsen w/attach. ✓

Form 734-3122

1188

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Project No. I-205-7(8)311
N.E. Siskiyou St. - N.E. Glisan St. Sec(ROW)
State/County Supplemental Agreement
Rocky Butte Public Works Facility (F-46993-A)
Multnomah County

Date: August 1, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HDA-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Supplemental agreement No. 4 to phase 3 submitted with Mr. Swan's July 31 memorandum has been reviewed and is considered satisfactory in principal.

The figures in Exhibits A and B are considered to be estimates. Final dollars and quantities will be reviewed by this office to determine Federal participation.

Final resolution of Item 8, generator, will be made based on data to be provided by Multnomah County.

Green
G. L. Green

cc:
OSHD (B. Boyd)

RECEIVED
STATE HWY ENGR
AUG 4 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

July 31, 1980

NOTED
H. S. COULTER

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. I-205-7(8)311
N.E. Siskiyou St.-N.E. Glisan St. Sec. (ROW)
State/County Supplemental Agreement
Rocky Butte Public Works Facility (F-46993-A)
Multnomah County

Enclosed for your approval are two copies of fully executed Supplemental Agreement No. 4 to phase 3 between the State and Multnomah County which sets forth the financial involvement of both parties in the construction of the main shop building.

We request the return of one copy of the agreement approved for our files.

CL:bke
Enc.

cc: H.S. Coulter
E.S. Hunter
J.B. Boyd

RECEIVED
STATE HWY ENGR

AUG 1 '80

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734 3122

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 1, 1980

NOTED
H. S. COULTER

Tuck Wilson, Director
Department of Justice
Services
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Supplemental Agreement
No. IV to Phase III
Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311

Dear Tuck:

In reply to your letter of July 30, paragraph 4 of the above subject agreement merely reinforces the intent of the Phase III Agreement, paragraph 5, page 4, which clearly indicates that the adjustment for escalation will be made from the date of June 30, 1979, to the date of receipt of bids for the general contract. This was clearly our intention during the process of the agreement writing.

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB:jh

cc: H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
Ed Hardt
Jack Sullivan

RECEIVED
STATE HWY ENGR
AUG 1 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: July 25, 1980

JBBoyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Site Work
Multnomah County Operations
and Maintenance Facilities
FAP No. I-205-7(8)311
File 46993-A

NOTED
E. S. HUNTER

After our meeting of Wednesday, July 23, a decision was made to review two alternates as to the paving of the roads at the Multnomah County Operations and Maintenance Facility. The State had attempted to design a permanent road bed for the areas in which hardened roads had not been provided by the grading contractor. This program consisted of a CTB proposal in which the County would had to be a participant.

The County's alternate to this program was a simple 18" of gravel over a fabric filter in the new road way areas.

The Federal Highway Administration asked us to review the cost to determine which of the programs was the lesser cost. This estimate has been provided by Zimmer Gunsul Frasca and it appears that the County method of surfacing is considerably cheaper, therefore we will proceed with which is shown as the County's scheme on the attached estimate and this will be carried through the estimating process presently under way.

JBB:mk

E. S. Hunter-w/attach
cc: Ed Hardt-w/attach
Bob Shotwell-w/attach
Glen Green-w/attach
Tuck Wilson-w/attach
John Romish-w/attach
Tom Guiney-w/attach
John Day-w/attach

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JUL 25 '80
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OR
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Contains
Recycled
Materials
81 125 1387

ZIMMER·GUNSUL·FRASCA PARTNERSHIP A.I.A.

46993A

JOB NO. 9017-05
MULTNOMAH COUNTY MAINTENANCE
AND OPERATIONS FACILITY

JULY 24, 1980

COUNTY SCHEME

White Road				
Excavation	1,453	C.Y.	@ 1.60 =	$ 2,325
Backfill	1,453	C.Y.	@ 8.00 =	11,625
Fine Grade	71,324	S.F.	@ .15 =	10,699
4" AC Paving	71,324	S.F.	@ .65 =	46,361
				$ 71,010
Red Road				
Excavate 18"	4,549		@ 2.75 =	$ 12,510
Backfill 18"	4,549		@ 8.00 =	36,392
Fine Grade	65,503		@ .15 =	9,825
4" AC Paving	65,503		@ .65 =	42,577
Fabric Filter	65,503		@ .17 =	11,136
				$112,440
Parking				
Excavate	6,534	C.Y.	@ 2.75 =	$ 17,969
Backfill	6,534	C.Y.	@ 8.00 =	52,275
Fine Grade	110,692	S.F.	@ .15 =	16,604
2" AC Paving	110,692	S.F.	@ .45 =	49,811
				$136,659
		TOTAL		$320,109

Note - all
paving will be a
future contract by County
and will be a credit
at this time
JB 7/25/80

ZIMMER·GUNSUL·FRASCA PARTNERSHIP A.I.A.

JOB NO. 9017-05
MULTNOMAH COUNTY MAINTENANCE
AND OPERATIONS FACILITY

JULY 24, 1980

STATE SCHEME

White Roads		$ 71,010
Red Roads		
Excavation	7,581 C.Y. @ 2.75 =	20,848
Fine Grade	65,503 S.F. @ .15 =	9,825
2" AC Paving	65,503 S.F. @ .45 =	29,476
		$ 60,149
Parking		
Excavation	12,811 C.Y. @ 2.75	$ 28,185
Fine Grade	110,692 S.F. @ .15	16,604
2" AC Paving	110,692 S.F. @ .45	49,811
		$ 94,600
Cement Treated Base/ State of Oregon Memo dated 7/17/80		$225,325
	TOTAL	$451,084

ZIMMER·GUNSUL·FRASCA PARTNERSHIP A.I.A.

JOB NO. 9017-05
MULTNOMAH COUNTY MAINTENANCE
AND OPERATIONS FACILITY
JULY 24, 1980

COUNTY SHOPS

Roads (White)

24,645
15,521
16,188
12,816
1,440
714
71,324 S.F.

Roads (Red)

9,923
10,415
6,575
30,960 (Revised 7/23/80 @ 4:30 p.m.)
7,650
65,503 S.F.

Parking

39,266
39,266
16,080
16,080
110,692 S.F.

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 3, 1980

In Reply Refer to
File No :

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Justification
Mechanical & Pedestrian Space
Reference Letter June 30, 1980
J. B. Boyd to Glen Green
Public Works Facility
File 46993-A
FAP No. I-205-7(8)311

The following is a justification for the mechanical area and pedestrian area as transmitted to you in my letter of June 30.

1. Mechanical Area

Mechanical space requirements are based on the need for complex mechanical units in the functional replacement area. It will be noted on the attached drawings the intense compressing of units into the space allotted for mechanical equipment. The purpose of the main heating and ventilation equipment is primarily the shops and administrative areas. The open storage and circulation space which the County is responsible for does not rely heavily on these systems and the sizing increase indicated is primarily for extra capacity for ventilation equipment to the lower floor. The lower floor relies heavily on units which are hung from the ceiling and does not utilize floor area in the mechanical rooms.

The designers have optimized the use of space. As a contrast we reviewed the Lane County Shops which was used as a prototype for this project. It consisted of large rooms with equipment primarily organized on the floor indicating an inefficient use of space as opposed to the facility we are participating in. The County is bearing considerable expense in the area of

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Form 734-3122

solar and dynometer. With the separation shown in my letter of June 30, I believe near equity has been provided and request you approve the space as submitted in my June 30 letter.

2. Pedestrian Space

The Architect has now, through research, produced a document which substantiates the 1,662 square feet claimed. A letter by William A. James, Consultant of the Accident Prevention Division is implicit in his requirements and appears to support adequately that amount of area. Drawings and calculations are included along with the original letter from Mr. James which was confusing to all of us. I believe the latest letter with the attachments, fully support the pedestrian walkway requirements. I request that you concur in those areas delineated in my June 30 letter.

JBB:jh
attach.

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter-w/attach.
D. H. Moehring
V. E. Skoog

ZIMMER·GUNSUL·FRASCA PARTNERSHIP A.I.A.

JOB NO. 9017-01
MULTNOMAH COUNTY OPERATIONS &
MAINTENANCE FACILITY

JUNE 27, 1980

Memo To: Oregon State Highway Division
Bruce Boyd

Multnomah County
Tom Guiney, Tuck Wilson

ZGF
Dale Morrow, Carl Freeze

From: John Romish

Subject: Distribution of Mechanical Area per Agreed Area 6/25/80

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUN 30 1980
☐ M ☐ AM ☐ ADM ☐ RBR ☐ CA ☐ RS
☐ PMS ☐ AS ☐ CE ☐ OS ☐ TA ☐ RUE
☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ F

Quadrant	Total	State	County
Second Floor North	2179	2032	147
Second Floor South	3120	2820	300
First Floor Northwest	140	140	0
First Floor Northeast	2184	1092	1092
First Floor Southwest	163	163	
Basement Northwest	317	106	211
Basement Northeast	1581	1581	
Basement Southeast	1063		1063
	10,747	7,934 (74%)	2,813 (26%)

The distribution of area between the state and county appears to be heavy for the state share. In the lower level, finished areas are served by mechanical equipment hung from the structure above in storage areas requiring no floor space.

In the parking area of the lower level the criteria of design is for ventilation with minimum heating; therefore, heating units and ventilating fans are hung from the overhead structure.

Due to the design of spaces to house mechanical equipment, they were required to fit into the building grid; consequently, these rooms could not be substantially reduced in size to save space because of structural limitations.

The air handling unit serving the First and Second Level administration area would be approximately the same size and require the same area to accommodate ducts to serve a smaller area equivalent to what the state is participating in for administration.

JHR/jm

cc: Master File
Routing File

ZIMMER·GUNSUL·FRASCA PARTNERSHIP A.I.A.

JOB NO. 9017-05
MULTNOMAH COUNTY OPERATIONS &
MAINTENANCE FACILITY

JUNE 27, 1980

Memo To: Oregon State Highway Division
Bruce Boyd

Multnomah County
Tom Guiney

ZGF
John Romish

From: Dale Morrow

Subject: Pedestrian Circulation Required Areas

The following required areas for pedestrian circulation in Room 101 are based on interpretations by William James of the Oregon State Worker's Compensation Department and Forest Fuge of the Multnomah County Building Inspector's Office.

1. Rule OAR 437-2-2-26, "---walkways---in no event shall be less than twenty-two inches wide." (see attached drawing #1)

   677.33 linear feet x 1.83 feet wide = 1,241.72 sq. ft.

2. Rule OAR 437-2-26, "Permanent aisles and passageways through which vehicles operate shall be of adequate width to safely accommodate the vehicles used and the loads carried." Mr. James interprets this to require a pedestrian walkway and a clear way for handtrucks at least equal to the width of the handtruck. The county uses a 20" wide handtruck. The handtruck will normally travel from Door 131 to Door 162A. (see attached drawing #1)

   194.67 linear feet x 1.67 feet wide = 325.10 sq. ft.

3. Rule OAR 437-22-26, and UBC Section 3303 (b), require that areas be added in front of outswinging Doors #131, 151 and 136. (see attached drawing #2)

   20.49 sq. ft. per door x 3 doors = 61.47 sq. ft.

4. UBC Section 3304 requires that areas be added to provide 44" clear in front of exit Doors 101, 101A, 101B, 122 and 122B. (see attached drawing #3)

   6.72 sq. ft. per door x 5 doors = 33.60 sq. ft.

5. Total minimum required area for pedestrian circulation is: 1661.89 sq. ft.

DM/jm
cc: Master File
Routing File

1859
VICTOR ATIYEH
GOVERNOR

Workers' Compensation Department
ACCIDENT PREVENTION DIVISION
LABOR AND INDUSTRIES BUILDING, SALEM, OREGON 97310 PHONE 378-3272

June 26, 1980

Zimmer-Gunsul-Frasca Partnership
111 Southwest Oak
Portland, Oregon 97204

ATTN: Dale Morrow, Architect

Dear Mr. Morrow:

This letter is to confirm our discussion of walkway widths for room number 101 in the proposed Multnomah County Maintenance and Operations Facility during your office visit June 25, 1980.

The minimum width of 22 inches for passageways is required under Rule 437-2-2-26, and must be kept clear of any obstructions for ready passage. Any vehicle traffic crossing pedestrian passageways must yield the right-of-way to pedestrian occupied walkways or the vehicles rerouted.

If hand trucks are also used on the walkways, you must increase the walkway width from 22 inches to 22 inches plus the hand truck width. A width of 36 inches plus the hand truck width is recommended by Rule 437-2-2-27(b). The width of the hand truck is determined by the maximum width of the load if wider than the truck.

The walkways around the opened exit doors must provide a minimum of 22 inches width as shown on your drawing.

As mentioned in my letter to Mr. Chidsey dated November 7, 1979, please locate or screen the walkways from adjacent hazards such as welding, flying particles, changes in elevation, etcetera, as included in Rule 437-2-2-24.

In addition to the above, the State Fire Marshal's requirements for exit width and feeder aisles should be reviewed, reference Rule 437-3-1-3 in the Fire Protection Code and Rules 437-2-7-46, 437-2-7-47 and 437-2-7-48 in the Buildings, Structures, and Work Places Code.

Thank you for the opportunity of review and trust the above information will be satisfactory.

Sincerely,

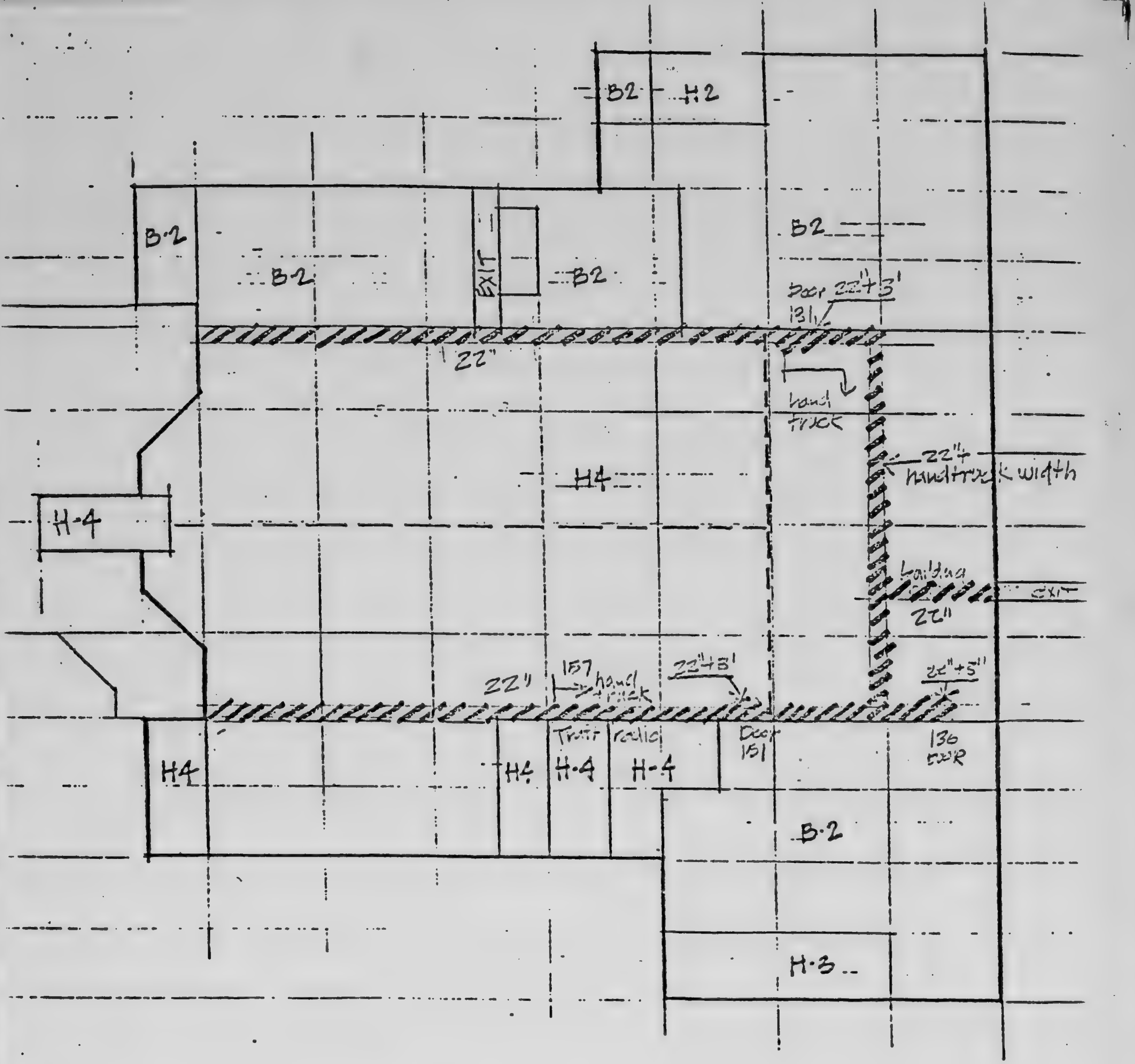
William A. James

William A. James, Consultant (CCV)
Technical Section

WAJ:cmm

enclosures

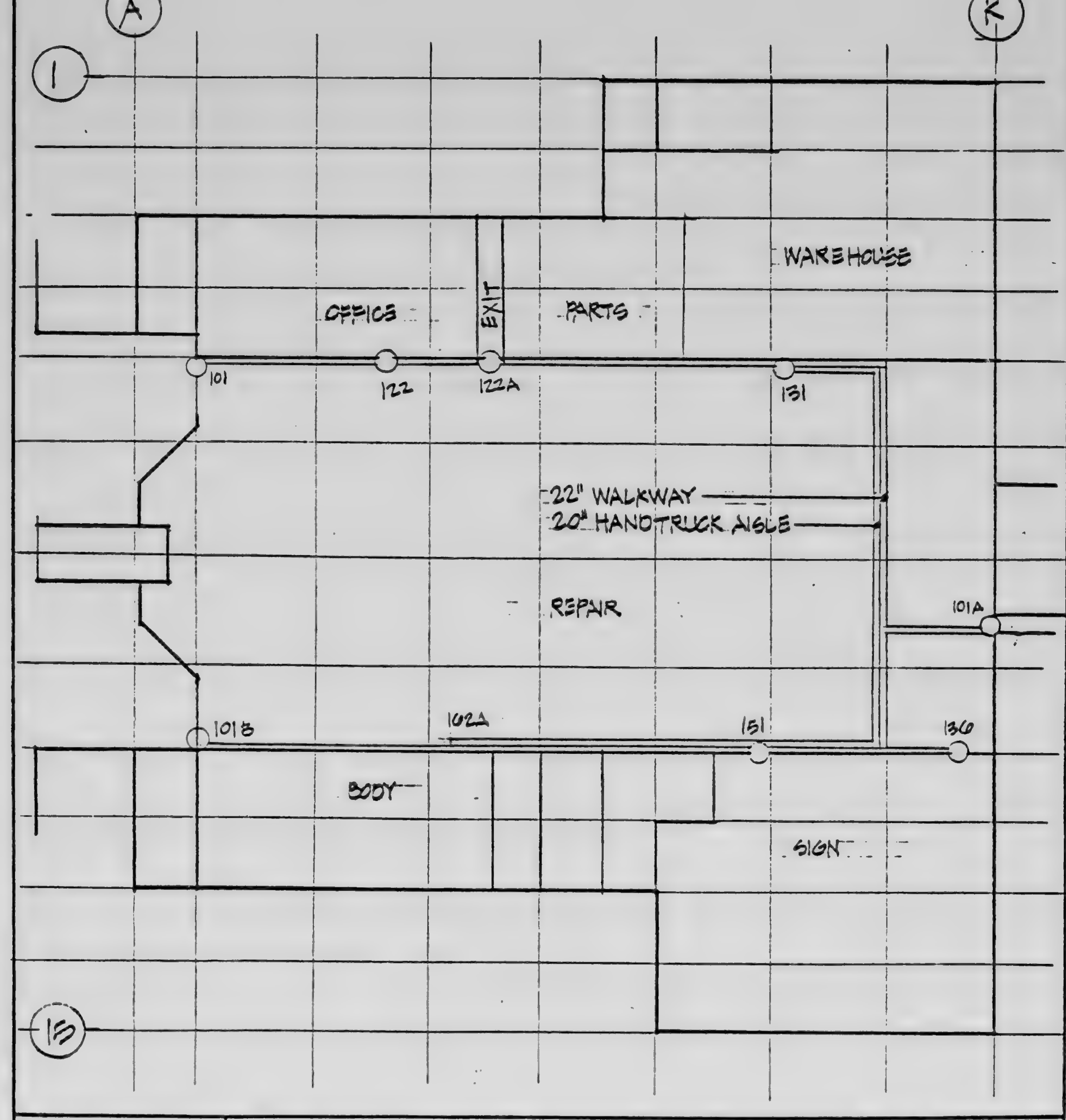
AN EQUAL OPPORTUNITY EMPLOYER


B2
H2
B·2
B·2
EXIT
B2
B2
Door 22"+3'
131
22"
hand truck
H4
22"+
handtruck width
H-4
railing
exit
22"
22"
157
hand truck
22"+3'
22"+5"
H4
H4
Trait
H-4
radio
H-4
Door
151
136
B·2
H-3

OCCUPANCY TYPES - FIRST FLOOR

Workers Comp. non exit requirem.
2-2-26
2-2-27

6/25/80 Dale Morrow

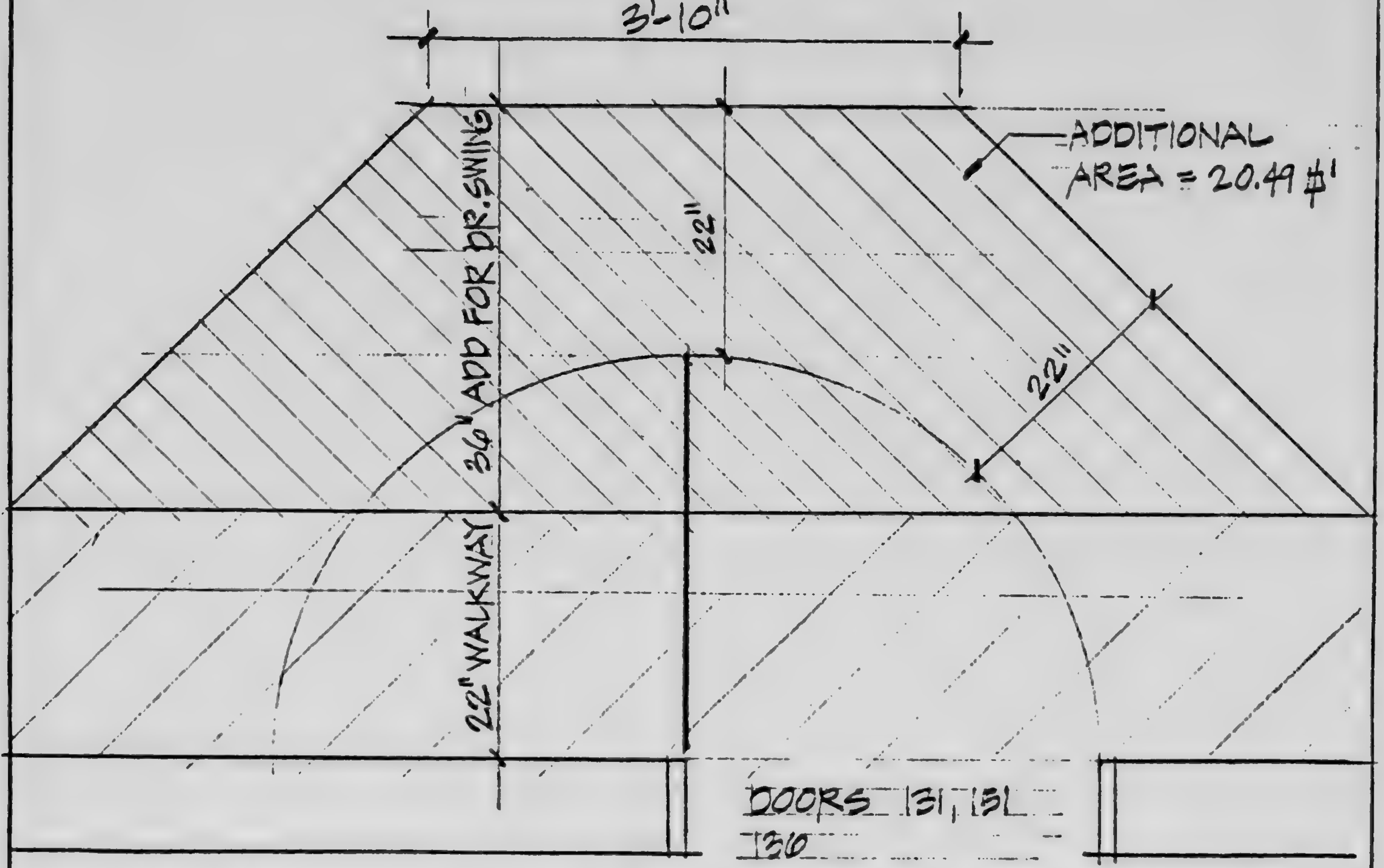

A
K
1
WAREHOUSE
OFFICES
EXIT
PARTS
101
122
122A
131
22" WALKWAY
20" HANDTRUCK AISLE
REPAIR
101A
101B
102A
151
136
BODY
SIGN
15

ZIMMER·GUNSUL·FRASCA·PARTNERSHIP
ZGF
Architects, A.I.A.

PEDESTRIAN WALKWAY REQUIREMENT

Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

JOB NO. 9017-11
DATE 6/26/80
DWG. NO. 1 of 3


3'-10"
ADDITIONAL AREA = 20.49 □'
22"
22"
36" ADD FOR DR. SWING
22" WALKWAY
DOORS 131, 132
136

OUT SWINGING DOOR ADDITIONAL AREA 3/4" = 1'-0"

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ZGF
Architects, A.I.A.

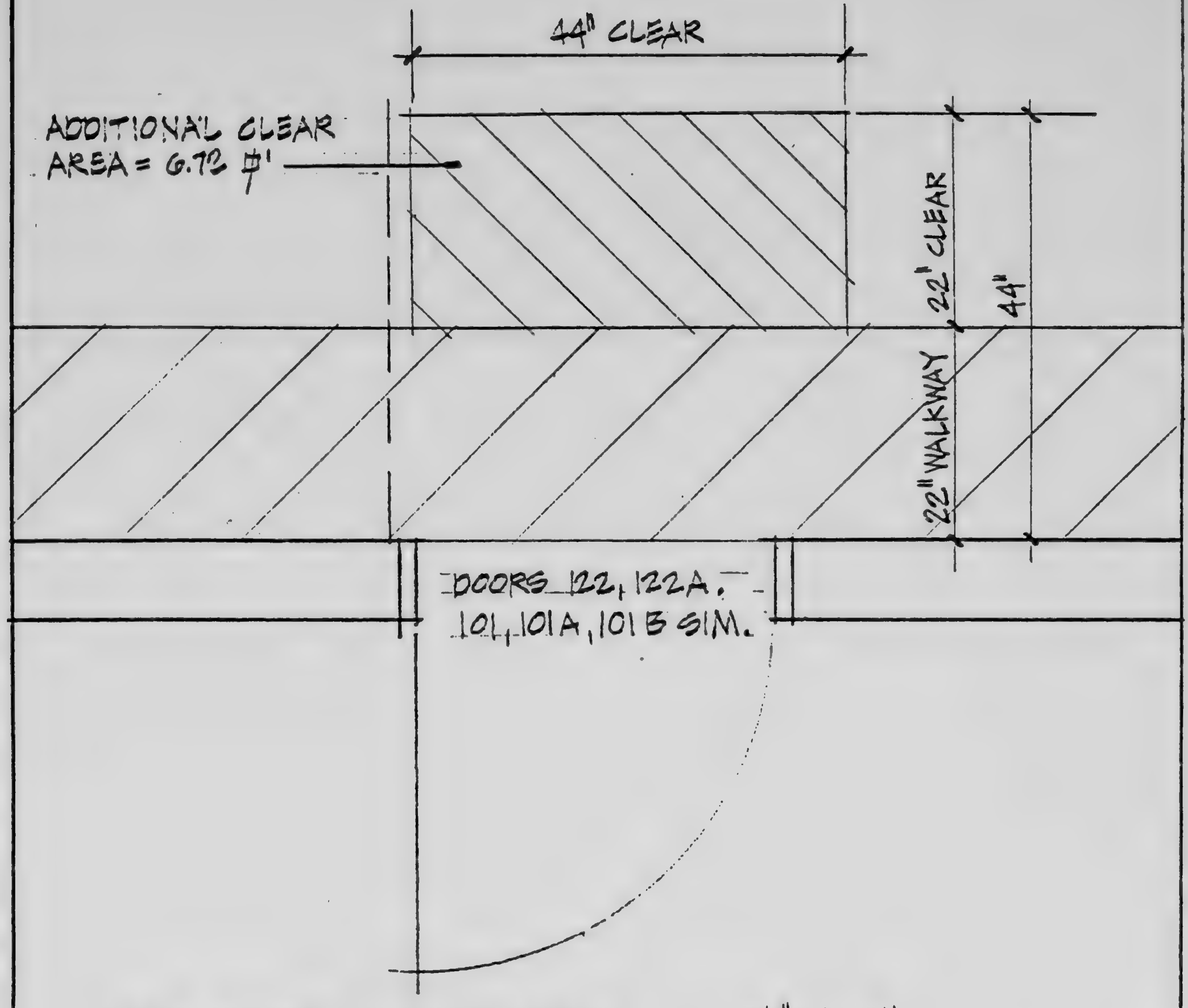
PEDESTRIAN WALKWAY REQUIREMENT

JOB NO. 9017-11

DATE 6/26/80

DWG. NO. 2 of 3

Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon


44" CLEAR
ADDITIONAL CLEAR
AREA = 6.72 ⌀'
22" CLEAR
44"
22" WALKWAY
DOORS 122, 122A,
101, 101A, 101B SIM.

EXIT DOOR CLEAR AREA 3/4" = 1'-0"

ZIMMER·GUNSUL·FRASCA·PARTNERSHIP
ZGF
Architects, A.I.A.

PEDESTRIAN WALKWAY REQUIREMENT

Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

JOB NO.	9017-11
DATE	6/26/80
DWG. NO.	3 of 3

VICTOR ATIYEH
GOVERNOR

Workers' Compensation Department
ACCIDENT PREVENTION DIVISION
LABOR AND INDUSTRIES BUILDING, SALEM, OREGON 97310 PHONE 378-3272

20/80

November 7, 1979

Mr. J. E. Chidsey
Project Manager
Rocky Butte Relocation
DOT - Highway Division
Salem, OR 97310

Dear Mr. Chidsey:

This letter is in reference to your inquiry regarding the application of Rule OAR 2-2-27(b) to your proposed operation and maintenance complex in Portland, Oregon.

The proposed drawing indicates one way traffic flow with a parking angle of 66 degrees and a vehicle aisle width of approximately 19 1/2 feet plus an additional walkway width of 4 1/2 feet or 24 feet between building lines.

Since everything in Rule OAR 437-2-2-27 following the first sentence is either recommended or indicated as "should be", the first sentence is the only mandatory portion. The mandatory part of the rule is that the "Permanent aisles and passageways...shall be of adequate width to safely accommodate the vehicles used thereon".

Two-way traffic and a pedestrian walkway of recommended widths might be as follows:

Total Width	Twice Widest Vehicle + 3 ft.*	Pedestrian Walkway	Exit Door Clearance
24 ft.	19 ft. (two 8 ft. vehicles)	2 ft.	3 ft.
20 ft.	15 ft. (two 6 ft. vehicles)	2 ft.	3 ft.

* The three feet is a recommended allowance of safe passage of two vehicles travelling in opposite directions between guidelines.

For one directional traffic and a pedestrian walkway the recommended width distribution might be as follows:

Total Width	Widest Vehicle + 2 feet **	Pedestrian Walkway	Exit Door Clearance
15 ft.	10 ft. (8 ft. vehicle)	2 ft.	3 ft.
13 ft.	8 ft. (6 ft. vehicle)	2 ft.	3 ft.

** The two feet is a recommended allowance of safe passage of one direction flow between guidelines.

For angular parking at the 66 degree stalls shown on your drawing approximately 19 feet of traffic aisle width would accommodate backing out clearance sufficient for safe vehicle movement and the width distribution might be as follows:

Total Width	Angular Parking Aisle Width	Pedestrian Walkway	Exit Door Clearance
24 ft.	19 ft.	2 ft.	3 ft.

If walkways can be reasonably relocated the 2 feet walkway along the body shop may be eliminated entirely. Walkway marking or curbing would be necessary to encourage use and restrict vehicles to the travelway. The walkway along the body shop also provides a buffer zone for protection of the building and occupants from inadvertant vehicular damage due to backing.

Please keep in mind that walkways through the repair building must be safe and screened from welding, obstructions, and adequate width.

In summary, the limiting factors appear to be the vehicle widths to be accommodated, the walkway provisions for safe egress and reasonable pedestrian flow.

Sincerely,

Darrel D. Douglas, Administrator

William A. James

William A. James, CCV
Technical Section

RECEIVED
Rocky Butte Relocation
NOV 09 1979
AM PM
File

WAJ:cmm

xc: G.L.Green
J B Boyd
R.W. Ellison

J. B. BOYD

Aisles, Passageways, Walkways, Inclines

2-2-26 Aisles, passageways, and walkways shall be of adequate width for their intended or actual use, and in no event shall they be less than twenty-two inches wide. Passageways which are elevated more than four feet above the ground or floor level shall be provided with standard railings.

2-2-27 Permanent aisles and passageways through which vehicles operate shall be of adequate width to safely accommodate the vehicles used and the loads carried. For two-way traffic it is recommended that aisles and passageways be at least three feet wider than twice the width of the widest vehicle used thereon.

(a) For aisles and passageways for one-way traffic (where vehicles do not pass each other) it is recommended that aisles and passageways be at least two feet wider than the widest vehicle used thereon.

(b) Where pedestrian traffic parallels or utilizes such passageways, there should be an extra three-foot width reserved for such use.

JOB NO. 9017-05
MULTNOMAH COUNTY
MAINTENANCE SHOPS JANUARY 15, 1980

SUBJECT: Required need for outward door swings into the pedestrian walkways and the width required for vehicle movement in and out of repair stalls

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REQUIRED DOOR SWINGS:

The State of Oregon 1976 edition of the Uniform Building Code, Section 3303(b) states:

> Swing - Exit doors shall swing in the direction of exit travel when serving any hazardous area or when serving an occupant load of 50 or more.

The areas within the proposed County Shops Building that would require the exit doors to swing into the pedestrian walkways are:

a) Wood and Sign Shop is an H-3 occupancy.
b) The Body Shop, Traffic and Radio Shops are considered to be repair garages and H-4 occupancies.
c) Warehouse has an occupancy load in excess of 50.

Width required for vehicle movement in and out of repair stalls:

For a standard size automobile, the width of the drive required to use parking stalls at 64 degrees ± is eighteen to twenty feet. These standards are shown in Architectural Graphic Standards; Time-Savers Standards; and Parking Standards Study - by Parking Standards Design Associates, 1971.

Parking standards for heavy equipment vary according to size, turning radius, and width of vehicle. With the wide variety of heavy equipment the County will service within the shops, a minimum drive lane of 22' is required to allow movement in and out of repair stalls.

cc: Master File
Routing

DM/mmn

EQUIPMENT SCHEDULE

ITEM	DESCRIPTION	ELECTRICAL
CH-1	ABSORPTION CHILLER: EVAPORATOR: 61 TON CAPACITY, 150 GPM CHILLED WATER, 20 FT. PD, 42° F LW, 0.005 FOULING FACTOR. CONDENSER: 470 GPM, 19 FT. PD, 85° F EW, 92.6° F LW, 0.0005 FOULING FACTOR. CONCENTRATOR: 208 GPM, 12.5 FT. PD, 190° F EW, 180° F LW, 0.0005 FOULING FACTOR. WEIGHT: 18,000 LB. MANUFACTURER: TRANE ABSCOIN.	8.1 FLA, 460 V, 3 PHASE.
CCC-1	CLOSED CIRCUIT COOLING TOWER (CHILLER): 470 GPM, 12 FT. PD, 92.6° F EW, 85° F LW, 70° F WB, 0.25 IN. EXTERNAL SP. 15,130 LB. BALTIMORE AIRCOIL VXI-70-2	460 V, 3 PHASE, FAN: 30 HP, PUMP: 3 HP.
CCC-2	CLOSED CIRCUIT COOLING TOWER (SOLAR): 104 GPM, 2 FT. PD, 145° F EW, 105° F LW, 70° F WB, 0.25 IN. EXTERNAL SP. 4,650 LB. BALTIMORE AIRCOIL VXI-27-2.	460 V, 3 PHASE, FAN: 10 HP, PUMP: 3/4 HP.
CCC-3	CLOSED CIRCUIT COOLING TOWER (DYNO): 50 GPM, 2 FT. PD, 140° F EW 80° F LW, 70° F WB, 0.25 IN. EXTERNAL SP. 6,820 LB. BALTIMORE AIRCOIL VXI-36-3.	460 V, 3 PHASE, FAN: 20 HP, PUMP: 1 HP.
B-1	BOILER: 5000 MBH OUTPUT, 6280 CU.FT. PER HR., 30 PSI MAX OPERATING PRESSURE, 200° F WATER, 335 GPM AUXILARY HOT WATER COIL, MODEL S-4, 15 GPM 2 PSI W.PD, 120° F EW, 160° F LW, 10,000 LB. CLEAVER BROOKS CB-150.	BLOWER:71/2 HP, 460 V, 3 PHASE, CONTROLS: 115 V, 1 PHASE, OIL PUMP: 1/3 HP, 115 V, 1 PHASE.
AHU-1	AIR HANDLING UNIT: SUPPLY FAN: 1660 CFM, 2 IN. SP PACE A-9, FC, SI. RETURN FAN: 860 CFM, 0.5 IN. SP PACE A-8, FC, SI. OUTSIDE AIR: 800 CFM MIN. HEATING COIL: 1660 CFM, 0.3 IN. AIR PD, 600 FPM MAX. FV, 46.8° F EDB, 79° F LDB, 140° F EW, 120° F LW, 5.8 GPM, 3.0 FT. WATER PD COOLING COIL: 1660 CFM, 0.8 IN. AIR PD, 550 FPM MAX. FV 43.2 SMBH, 48.6 TMBH, 82.3° F EDB, 66.3° F EWB, 58.3° F LDB, 57.0° F LWB, 42° F EW, 52° F LW, 9.7 GPM, 2 FT. WATER PD FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX. FV WT: 900 LBS. ECONOMIZER SECTION.	SUPPLY FAN: 1-1/2HP, 460 V, 3 PHASE, RETURN FAN: 1/2 HP, 460 V, 3 PHASE.
AHU-2	AIR HANDLING UNIT: SUPPLY FAN: 2030 CFM 2.25 IN. SP, PACE A-9, FC, SI. RETURN FAN: 1620 CFM, 0.5 IN. SP, PACE A-9, FC, SI. OUTSIDE AIR: 410 CFM MIN. HEATING COIL: 2030 CFM, 0.3 IN. AIR PD, 600 FPM MAX. FV, 52.1° F EDB, 76° F LDB, 140° F EW, 120° F LW, 7.0 GPM, 5 FT. WATER PD. COOLING COIL: 2030 CFM, 0.4 IN. AIR PD, 550 FPM MAX. FV, 64.6 SMBH, 76. TMBH, 81.3° F EDB, 67.0° F EWB, 59.1° F LDB, 58.5° F LWB, 42° F EW, 52° F LW, 15.6 GPM, 7 FT. WATER PD. FILTERS: VEE ARRANGEMENT, 500 FPM MAX., 2 IN. DEEP. WT: 900 LB. ECONOMIZER SECTION.	SUPPLY FAN: 3 HP, 460 V, 3 PHASE, RETURN FAN: 1/2 HP, 460 V, 3 PHASE.
AHU-3	AIR HANDLING UNIT: SUPPLY FAN: 12300 CFM, 3.0 IN. SP, PACE A-24, AF, SI. RETURN FAN: 9950 CFM, 0.625 IN. SP, PACE A-24, FC, SI. OUTSIDE AIR: 2250 CFM MIN. COOLING COIL: 12200 CFM, 0.8 IN. AIR PD, 550 FPM MAX. FV 329 SMBH, 401 TMBH, 80°F EDB, 65.0°F EWB, 55°F LDB, 54°F LWB, 42°F EW, 52°F. LW, 84.4 GPM, 7FT. WATER P.D. FILTERS: 18 IN. BAG, 500 FPM MAX. FV. WT: 3000 LB. ECONOMIZER SECTION, INLET VANES WITH OPERATOR ON SUPPLY AND RETURN FANS.	SUPPLY FAN: 15HP, 460V, 3 PHASE. RETURN FAN. 3 HP 460V, 3 PHASE.
AHU-4	AIR HANDLING UNIT: SUPPLY FAN: 800 CFM 1.25 IN. SP, PACE A-8, FC, SI. OUTSIDE AIR: 100 CFM MIN. HEATING COIL: 800 CFM, 0.2 IN. AIR PD, 600 FPM MAX. FV, 64.7° F EDB, 93.2° F LDB, 140° F EW, 120° F LW, 2.8 GPM, 5 FT. WATER PD. COOLING COIL: 800 CFM, 0.4 IN. AIR PD, 550 FPM MAX. FV 11.6 SMBH, 12.6 TMBH, 78.6° F LDB, 67.0° F EWB, 66.4° F LDB, 62.5° F LWB, 42° F EW, 52° F LW, 2.6 GPM, 4 FT. WATER PD. FILTERS: VEE ARRANGEMENT, 2 IN DEEP, 500 FPM MAX. WT: 700 LB. MIXING BOX.	1/2 HP, 460 V, 3 PHASE.
AHU-8	AIR HANDLING UNIT: SUPPLY FAN: 3790 CFM, 1.8 IN. SP, PACE A-12, FC, SI. RETURN FAN: 3600 CFM .5 IN. SP, PACE A-14, FC, SI. OUTSIDE AIR:1275 CFM MIN. HEATING COIL: 3790 CFM, 0.4 IN. AIR PD, 750 FPM MAX FV, 24.0° F EDB, 68.0° F LDB, 140° F EW, 120° F LW, 18.3 GPM, 2 FT. WATER PD INTERNAL FACE AND BYPASS DAMPERS FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX. FV. WT: 800 LB. ECONOMIZER SECTION.	SUPPLY FAN: 1-1/2HP, 460 V, 3 PHASE, RETURN FAN: 1-1/2HP, 460 V, 3 PHASE.
AHU-9	AIR HANDLING UNIT: SUPPLY FAN: 3600 CFM, 1.5 IN. SP, PACE A-12, FC, SI. RETURN FAN: 3420 CFM 0.5 IN. SP, PACE A-14, FC, SI. OUTSIDE AIR: 1180 CFM MIN. HEATING COIL: 3600 CFM, 0.4 IN. AIR PD, 800 FPM MAX. FV, 24.0° F EDB, 68.0° F LDB, 140° F EW, 120° F LW, 17 GPM, 2 FT. WATER PD, INTERNAL FACE AND BYPASS DAMPERS. FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX. FV. WT: 1,050 LB. ECONOMIZER SECTION.	SUPPLY FAN: 1-1/2HP, 460 V, 3 PHASE, RETURN FAN: 1 HP, 460 V, 3 PHASE.
AHU-10	MAKEUP AIR UNIT: SUPPLY FAN: 5000 CFM, 1.25 IN. S.P., PACE A-16, FC, SI. OUTSIDE AIR: 800 CFM MIN. HEATING COIL: 5000 CFM, 0.2 IN. AIR P.D., 600 FPM MAX. F.V., 24° F EDB, 75° F LDB, 140° F EW, 120° F LW, 28.5 GPM, 2 FT. WATER P.D. INTERNAL FACE AND BYPASS DAMPERS. FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX F.V., AND MIXING BOX.	3 HP, 460 V, 3 PHASE
AHU-11	AIR HANDLING UNIT: SUPPLY FAN: 4000 CFM, 1.50 IN. SP, PACE A-15, FC, SI. OUTSIDE AIR: 2000 CFM MIN. HEATING COIL: 4000 CFM, 0.25 IN. AIR PD, 600 FPM MAX. FV, 46.0° F EDB, 78.0° F LDB, 140° F EW, 120° F LW, 13.9 GPM, 3 FT. WATER PD. FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX. FV. WT: 1,000 LB. MIXING BOX.	3 HP, 460 V, 3 PHASE.
AHU-12	AIR HANDLING UNIT: SUPPLY FAN: 22,875 CFM, 2.30 IN. SP, PACE A-33, AF, SI. FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX. FV WT: 1,750 LB. MIXING BOX.	15 HP, 460 V, 3 PHASE.
AHU-13	AIR HANDLING UNIT: SUPPLY FAN: 20,100 CFM, 2.3 IN. SP, PACE A-30, AF, SI. FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX. FV WT: 1,750 LB.	15 HP, 460 V, 3 PHASE.
AHU-14	AIR HANDLING UNIT: SUPPLY FAN: 8600 CFM, 1.50 IN. S.P. PACE A-20, FC, SI. RETURN FAN: 8600 CFM, 0.5 IN. S.P. PACE A-20, FC, SI. OUTSIDE AIR: 860 CFM MIN. HEATING COIL: 8600 CFM, 0.30 IN. AIR PD, 600 FPM MAX. FV, 63° F EDB, 76° F LDB, 140° F EW, 120° F LW, 12 GPM, 5 FT. WATER PD., FACE AND BYPASS DAMPERS. FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX. FV. WT: 1,500 LB. ECONOMIZER CYCLE.	SUPPLY FAN 5 HP, 460 V 3 PHASE RETURN FAN. 3HP, 460V, 3 PHASE.
AHU-15	AIR HANDLING UNIT: NOT USED.	
AHU-16	AIR HANDLING UNIT: SUPPLY FAN: 2500 CFM, 1.50 IN. SP, PACE A-11, FC, SI. OUTSIDE AIR: 250 CFM MIN. HEATING COIL: 2500 CFM, 0.25 IN. AIR PD, 600 FPM MAX. FV, 63° F EDB, 79° F LDB, 140° F EW, 120° F LW, 4.4 GPM, 3 FT. WATER PD. FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX. FV. WT: 750 LB. MIXING BOX.	1-1/2HP, 460 V, 3 PHASE.
AHU-17	AIR HANDLING UNIT: SUPPLY FAN: 940 CFM, 1.0 IN. S.P. PACE A-8, FC, SI. OUTSIDE AIR: 375 CFM MIN. HEATING COIL: 940 CFM, 0.3 IN. AIR PD, 600 FPM MAX. FV, 50.8° F EDB, 71.1° F LDB, 140° F EW, 120° F LW, 2.1 GPM, 2 FT. WATER PD. FILTERS: VEE ARRANGEMENT, 500 FPM MAX. 2 IN. DEEP. WT: 525 LB. MIXING BOX.	1/2HP, 460 V, 3 PHASE.

EF-6
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EF-8
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EF-

	FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX. FV WT: 900 LBS. ECONOMIZER SECTION.	
AHU-2	AIR HANDLING UNIT: SUPPLY FAN: 2030 CFM 2.25 IN. SP, PACE A-9, FC, SI. RETURN FAN: 1620 CFM, 0.5 IN. SP, PACE A-9, FC, SI. OUTSIDE AIR: 410 CFM MIN. HEATING COIL: 2030 CFM, 0.3 IN. AIR PD, 600 FPM MAX. FV, 52.1° F EDB, 76° F LDB, 140° F EW, 120° F LW, 7.0 GPM, 5 FT. WATER PD. COOLING COIL: 2030 CFM, 0.4 IN. AIR PD, 550 FPM MAX. FV, 64.6 SMBH, 76. TMBH, 81.3° F EDB, 67.0° F EWB, 59.1° F LDB, 58.5° F LWB, 42° F EW, 52° F LW, 15.6 GPM, 7 FT. WATER PD. FILTERS: VEE ARRANGEMENT, 500 FPM MAX., 2 IN. DEEP. WT: 900 LB. ECONOMIZER SECTION.	SUPPLY FAN: 3 HP, 460 V, 3 PHASE. RETURN FAN: 1/2 HP, 460 V, 3 PHASE.
AHU-3	AIR HANDLING UNIT: SUPPLY FAN: 12300 CFM, 3.0 IN. SP, PACE A-24, AF, SI. RETURN FAN: 9950 CFM, 0.625 IN. SP, PACE A-24, FC, SI. OUTSIDE AIR: 2250 CFM MIN. COOLING COIL: 12200 CFM, 0.8 IN. AIR PD, 550 FPM MAX. FV 329 SMBH, 401 TMBH, 80°F EDB, 65.0°F EWB, 55°F LDB, 54°F LWB, 42°F EW, 52°F. LW, 84.4 GPM, 7FT. WATER P.D. FILTERS: 18 IN. BAG, 500 FPM MAX. FV. WT: 3000 LB. ECONOMIZER SECTION, INLET VANES WITH OPERATOR ON SUPPLY AND RETURN FANS.	SUPPLY FAN: 15HP, 460V, 3 PHASE. RETURN FAN: 3 HP 460V, 3 PHASE.
AHU-4	AIR HANDLING UNIT: SUPPLY FAN: 800 CFM 1.25 IN. SP, PACE A-8, FC, SI. OUTSIDE AIR: 100 CFM MIN. HEATING COIL: 800 CFM, 0.2 IN. AIR PD, 600 FPM MAX. FV, 64.7° F EDB, 93.2° F LDB, 140° F EW, 120° F LW, 2.8 GPM, 5 FT. WATER PD. COOLING COIL: 800 CFM, 0.4 IN. AIR PD, 550 FPM MAX. FV 11.6 SMBH, 12.6 TMBH, 78.6° F EDB, 67.0° F EWB, 66.4° F LDB, 62.5° F LWB, 42° F EW, 52° F LW, 2.6 GPM, 4 FT. WATER PD. FILTERS: VEE ARRANGEMENT, 2 IN DEEP, 500 FPM MAX. WT: 700 LB. MIXING BOX.	1/2 HP, 460 V, 3 PHASE.
AHU-5	AIR HANDLING UNIT: SUPPLY FAN: 2725 CFM, 1.50 IN. SP PACE A-12, FC, SI. RETURN FAN: 2625 CFM, 0.5 IN. SP PACE A-12, FC, SI. OUTSIDE AIR: 1360 CFM MIN. HEATING COIL: 2725 CFM, 0.3 IN. AIR PD, 600 FPM MAX. FV, 45.5° F EDB, 87.4° F LDB, 140° F EW, 120° F LW, 12.4 GPM, 5 FT. WATER PD FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX. WT: 1200 LB. ECONOMIZER SECTION.	SUPPLY FAN: 1-1/2HP, 460 V, 3 PHASE. RETURN FAN 1 HP, 460 V, 3 PHASE.
AHU-6	AIR HANDLING UNIT: SUPPLY FAN: 1780 CFM, 2.25 IN. SP, PACE A-9, FC, SI. RETURN FAN: 1340 CFM, .5 IN. SP, PACE A-9, FC, SI. OUTSIDE AIR: 440 CFM MIN. HEATING COIL: 1780 CFM, 0.3 IN. AIR PD, 600 FPM MAX. FV, 58.1° F EDB, 81.0° F LDB, 140° F EW, 120° F LW, 4.4 GPM, 3 FT. WATER PD. COOLING COIL: 1780 CFM, 0.7 IN. AIR PD, 550 FPM MAX. FV 46.4 S MBH, 56.0 TMBH, 80.0° F EDB, 65.3° F EWB, 56.0° F LDB, 55.0° F LWB, 42° F EW, 52° F LW, 11.2 GPM, 4 FT. WATER PD. FILTERS: VEE ARRANGEMENT, 500 FPM MAX., 2 IN. DEEP. WT: #900. ECONOMIZER SECTION.	SUPPLY FAN: 1-1/2HP, 460 V, 3 PHASE. RETURN FAN: 1/2HP, 460 V, 3 PHASE.
AHU-7	AIR HANDLING UNIT: SUPPLY FAN: 2680 CFM, 1.75 IN. SP, PACE A-11, FC, SI. RETURN FAN: 2550 CFM, 0.75 IN. SP, PACE A-11, FC, SI. OUTSIDE AIR: 200 CFM MIN. HEATING COIL: 2680 CFM, 0.3 IN. AIR PD, 600 FPM MAX. FV, 64.7° F EDB, 75.5° F LDB, 140° F EW, 120° F LW, 3.1 GPM, 2 FT. WATER PD. FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX. FV WT: 800 LB ECONOMIZER SECTION.	SUPPLY FAN: 2 HP, 460 V, 3 PHASE. RETURN FAN: 3/4 HP, 460 V, 3 PHASE.
AHU-12	AIR HANDLING UNIT: SUPPLY FAN: 22,875 CFM, 2.30 IN. SP, PACE A-33, AF, SI. FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX. FV WT: 1,750 LB. MIXING BOX.	15 HP, 460 V, 3 PHASE.
AHU-13	AIR HANDLING UNIT: SUPPLY FAN: 20,100 CFM, 2.3 IN. SP, PACE A-30, AF, SI. FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX. FV WT: 1,750 LB.	15 HP, 460 V, 3 PHASE.
AHU-14	AIR HANDLING UNIT: SUPPLY FAN: 8600 CFM, 1.50 IN. S.P. PACE A-20, FC, SI. RETURN FAN: 8600 CFM, 0.5 IN. S.P. PACE A-20, FC, SI. OUTSIDE AIR: 860 CFM MIN. HEATING COIL: 8600 CFM, 0.30 IN. AIR PD, 600 FPM MAX. FV, 63° F EDB, 76° F LDB, 140° F EW, 120° F LW, 12 GPM, 5 FT. WATER PD., FACE AND BYPASS DAMPERS. FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX. FV, WT: 1,500 LB. ECONOMIZER CYCLE.	SUPPLY FAN: 5 HP, 460 V 3 PHASE RETURN FAN: 3HP, 460V, 3 PHASE.
AHU-15	AIR HANDLING UNIT: NOT USED.	
AHU-16	AIR HANDLING UNIT: SUPPLY FAN: 2500 CFM, 1.50 IN. SP, PACE A-11, FC, SI. OUTSIDE AIR: 250 CFM MIN. HEATING COIL: 2500 CFM, 0.25 IN. AIR PD, 600 FPM MAX. FV, 63° F EDB, 79° F LDB, 140° F EW, 120° F LW, 4.4 GPM, 3 FT. WATER PD. FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX. FV. WT: 750 LB. MIXING BOX.	1-1/2HP, 460 V, 3 PHASE.
AHU-17	AIR HANDLING UNIT: SUPPLY FAN: 940 CFM, 1.0 IN. S.P. PACE A-8, FC, SI. OUTSIDE AIR: 375 CFM MIN. HEATING COIL: 940 CFM, 0.3 IN. AIR PD, 600 FPM MAX. FV, 50.4° F EDB, 71.1° F LDB, 140° F EW, 120° F LW, 2.1 GPM, 2 FT. WATER PD. FILTERS: VEE ARRANGEMENT, 500 FPM MAX. 2 IN. DEEP. WT: 525 LB. MIXING BOX.	1/2HP, 460 V, 3 PHASE.
AHU-18	AIR HANDLING UNIT: SUPPLY FAN: 900 CFM, .875 IN. SP, PACE A-8, FC, SI. HEATING COIL: 900 CFM, 0.2 IN. AIR PD, 600 FPM MAX. FV, 65.0° F EDB, 82.4° F LDB, 140° F EW, 120° F LW, 1.9 GPM, 2 FT. WATER P.D. FILTERS: VEE ARRANGEMENT, 500 FPM MAX. 2 IN. DEEP. WT: 500 LB. MIXING BOX.	3/4HP, 460 V, 3 PHASE.
AHU-19	AIR HANDLING UNIT: SUPPLY FAN: 8800 CFM, 1.25 IN. SP, PACE A-22, FC, SI. HEATING COIL: 8800 CFM, 0.2 IN. AIR PD, 600 FPM MAX. FV, 60.0° F EDB, 70.0° F LDB, 140° F EW, 120° F LW, 9.7 GPM, 2 FT. WATER PD. FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX. FV, WT: 1,600 LB. MIXING BOX.	5 HP, 460 V, 3 PHASE.
AHU-20	AIR HANDLING UNIT: SUPPLY FAN: 7100 CFM, 2.0 IN. SP. PACE A-18, FC, SI. FILTERS: VEE ARRANGEMENT, 2 IN. DEEP, 500 FPM MAX. FV.	5 HP, 460V 3 PHASE.
AC-1	AIR CONDITIONING UNIT: SUPPLY FAN. 700 CFM, 0.2 IN. EXTERNAL SP, HUMIDIFICATION: 2 LB/HR. HEATING COIL: 4.5 KW. COOLING COIL: 700 CFM, 13.5 SMBH, 15.25 TMBH, 72°F EDB, 60°F. EWB, 80° ENT. CONDENSER.	33.0 FLA, 277V, 1 PHASE, SINGLE PT. CONNECTION.
EF-1	SMALL CABINET EXHAUST FAN: 730 CFM, 0.5 IN. STATIC PRESSURE, PACE SCF-79A, HI, BD.	1/4HP, 115 V, 1 PHASE.
EF-2	EXHAUST FAN: 800 CFM, 0.5 IN. STATIC PRESSURE, EXPLOSION PROOF MOTOR, NON SPARKING WHEEL. PACE U-9F	1/3HP, 115 V, 1 PHASE.
EF-3	AXIAL VANE EXHAUST FAN: 53,000 CFM, 1.0 IN. STATIC PRESSURE, JOY, SERIES 1000, 60-26-860.	20 HP, 460 V, 3 PHASE.
EF-4	AXIAL VANE EXHAUST FAN: 53,000 CFM, 1.0 IN. STATIC PRESSURE JOY, SERIES 1000, 60-26-1150.	20 HP, 460 V, 3 PHASE.
EF-5	AXIAL VANE EXHAUST FAN: 22,325 CFM, 1.35 IN. STATIC PRESSURE, JOY, SERIES 1000, 36-14-1750	10 HP, 460 V, 3 PHASE.

M, 1.5 IN. SP.
FM .5 IN. SP.
M MIN.
CFM, 0.4 IN. AIR PD,
0° F EDB,
EW, 120° F LW,
IR PD INTERNAL FACE
GEMENT, 2 IN. DEEP, 900

SUPPLY FAN
1-1/2HP, 460 V,
3 PHASE,
RETURN FAN
1-1/2HP, 460 V,
3 PHASE.

M, 1.5 IN. SP.
M 0.5 IN. SP.
M MIN.
CFM, 0.4 IN. AIR PD,
.0° F EDB,
EW, 120° F LW,
PD, INTERNAL FACE AND
GEMENT, 2 IN. DEEP,

SUPPLY FAN
1-1/2HP, 460 V,
3 PHASE,
RETURN FAN
1 HP, 460 V,
3 PHASE.

M, 1.25 IN. S.P.,
M MIN.
CFM, 0.2 IN. AIR P.D.,
20° F EDB,
W, 120° F LW,
IR P.D. INTERNAL FACE AND
GEMENT, 2 IN. DEEP,
AND MIXING BOX.

3 HP, 460 V,
3 PHASE

M, 1.50 IN. SP.
FM MIN
CFM, 0.25 IN. AIR PD,
0° F EDB,
EW, 120° F LW,
TER PD.
GEMENT, 2 IN. DEEP,

3 HP, 460 V,
3 PHASE

CFM, 2.30 IN. SP.
GEMENT, 2 IN. DEEP, 500 FPM

15 HP, 460 V,
3 PHASE

CFM, 2.3 IN. SP.
GEMENT, 2 IN. DEEP, 500 FPM

15 HP, 460 V,
3 PHASE

CFM, 1.50 IN. S.P.
CFM, 0.75 IN
. SP
FM MIN.
CFM, 0.30 IN. AIR PD,
0° F EDB,
EW, 120° F LW,
R PD., FACE AND BYPASS DAMPERS
GEMENT, 2 IN. DEEP, 500 FPM

SUPPLY FAN
5 HP, 460 V
3 PHASE
RETURN FAN
HP, 460V,
3 PHASE

NOT USED

CFM, 1.50 IN. SP.
FM MIN
CFM, 0.25 IN. AIR PD,
0° F EDB,
EW, 120° F LW,
TER PD
GEMENT, 2 IN. DEEP.

1-1/2HP, 460 V
3 PHASE

CFM, 1.0 IN. S.P.
FM MIN
CFM, 0.1 IN. AIR PD.
0° F EDB,
° F EW, 120° F LW,
TER PD
GEMENT, 500 FPM MAX.

7-1/2HP, 460 V
3 PHASE

MIT:
CFM, .875 IN. SP.
00 CFM, 0.2 IN. AIR PD,
[illegible]

[illegible], 460 V
3 PHASE

EF-6 ATTIC MAIN EXHAUST FAN
19,550 CFM, 1.35 IN. STATIC PRESSURE,
JPT, WATTS 2000, [illegible]
10 HP, 460 V,
3 PHASE

EF-7 ROOF EXHAUST FAN
15,000 CFM 0.25 IN. STATIC PRESSURE,
2-SPEED MOTOR, 1,300 LB.,
PACE, CRE-36, [illegible]
5-1/2 HP, 460V,
3 PHASE TWO
SPEED

EF-8 ROOF EXHAUST FAN
15,000 CFM, 0.25 IN. STATIC PRESSURE,
1,300 LB.
PACE CRE-36, [illegible]
5-1/2 HP, 460V,
3 PHASE

EF-9 EXHAUST FAN
2,200 CFM, 3.0 IN. STATIC PRESSURE,
PACE [illegible]-15, SWSI, BI
1 HP, 460 V,
3 PHASE

EF-10 SMALL CABINET EXHAUST FAN
1,150 CFM, 0.375 IN. STATIC PRESSURE,
PACE SCF 076, BI
1/4 HP, 115 V,
1 PHASE

EF-11 ROOF EXHAUST FAN
1500 CFM, 0.5 IN. STATIC PRESSURE,
PACE CRE 18, FC
1/2 HP, 460 V,
3 PHASE

EF-12 ROOF EXHAUST FAN
8500 CFM 0.625 IN. STATIC PRESSURE,
PACE CRE 27, F.C.
1-1/2HP, 460V,
3 PHASE

EF-13 EXHAUST FAN
550 CFM .5 IN. STATIC PRESSURE
PACE U-9, FC
1/2 HP, 460 V,
3 PHASE

EF-14 EXHAUST FAN
1000 CFM, 0.25 IN. STATIC PRESSURE,
PACE U-12, FC
1/4 HP, 115 V,
1 PHASE

EF-15 ROOF EXHAUST FAN
5000 CFM, 0.25 IN. STATIC PRESSURE,
550 LB.,
PACE CRE 24, FC
1-1/2HP, 460 V,
3 PHASE

EF-16 ROOF EXHAUST FAN
5000 CFM, 0.25 IN. STATIC PRESSURE,
550 LB.,
PACE CRE 24, FC
1-1/2HP, 460 V
3 PHASE

EF-17 ROOF EXHAUST FAN
5000 CFM, 0.25 IN. STATIC PRESSURE,
550 LB.,
PACE CRE 24, FC
1-1/2HP, 460 V
3 PHASE

EF-18 ROOF EXHAUST FAN
5000 CFM, 0.25 IN. STATIC PRESSURE,
550 LB.,
PACE CRE 24, FC
1-1/2HP, 460 V
3 PHASE

EF-19 ROOF EXHAUST FAN
5000 CFM, 0.25 IN. STATIC PRESSURE,
550 LB.,
PACE CRE 24, FC
1-1/2HP, 460 V,
3 PHASE

EF-20 ROOF EXHAUST FAN
5000 CFM, 0.25 IN. STATIC PRESSURE,
550 LB.,
PACE CRE 24, FC
1-1/2HP, 460 V
3 PHASE

EF-21 ROOF EXHAUST FAN
5000 CFM, 0.25 IN. STATIC PRESSURE,
550 LB.,
PACE CRE 24, FC
1-1/2HP, 460 V
3 PHASE

EF-22 ROOF EXHAUST FAN
5000 CFM, 0.25 IN. STATIC PRESSURE,
550 LB.,
PACE CRE 24, FC
1-1/2HP, 460 V
3 PHASE

EF-23 ROOF EXHAUST FAN
5000 CFM, 0.25 IN. STATIC PRESSURE,
550 LB.,
PACE CRE 24, FC
1-1/2HP, 460 V
3 PHASE

EF-24 EXHAUST FAN
4,000 CFM, 4.0 IN. STATIC PRESSURE
PACE U-36, SWSI, BI
7-1/2 HP, 460 V
3 PHASE

EF-25 EXHAUST FAN
3000 CFM, 4.0 IN. STATIC PRESSURE,
PACE U-36, SWSI, BI
7-1/2 HP, 460 V
3 PHASE

EF-26 ROOF EXHAUST FAN
[illegible] CFM, 0.375 IN. STATIC PRESSURE
[illegible]
PACE CRE 17, FC
1/4 HP, 460 V
3 PHASE

EF-27 CEILING EXHAUST FAN
600 CFM, 0.[illegible] IN. STATIC PRESSURE
[illegible] BACKDRAFT DAMPER
PACE [illegible]
1/10 HP, 115 V
1 PHASE

EF-28 ROOF EXHAUST FAN
[illegible] CFM, 0.[illegible] IN. STATIC PRESSURE
1,[illegible] LB.,
PACE CRE 36, FC
2 HP, 460 V
3 PHASE

EF-29 ROOF EXHAUST FAN
[illegible] CFM, 0.[illegible] IN. STATIC PRESSURE
1,[illegible] LB.,
PACE CRE 36, FC
2 HP, 460 V
3 PHASE

EF-[illegible] EXHAUST FAN
[illegible] CFM, [illegible] IN. STATIC PRESSURE
[illegible]
PACE U [illegible], FC
[illegible] HP, 460 V
3 PHASE

EF-[illegible] ROOF EXHAUST FAN
[illegible] CFM, [illegible] IN. STATIC PRESSURE,
[illegible]
PACE CRE 6, FC
1/4 HP, [illegible] V
1 PHASE

EF-[illegible] ROOF EXHAUST FAN
[illegible] CFM, 0.375 IN. STATIC PRESSURE
PACE CRE 24, FC
1-1/2HP, 460 V
3 PHASE

EF-[illegible] ROOF EXHAUST FAN
[illegible] CFM, 0.[illegible] IN. STATIC PRESSURE
PACE CRE 11, FC
1/4 HP, 115 V
1 PHASE

EF-30 ROOF EXHAUST FAN
[illegible] CFM, 0.25 IN. STATIC PRESSURE
[illegible] HP, 460 V

UH-7 UNIT HEATER
[illegible] MBH, [illegible] CFM, 180° F EW,
180° F LW, 60° F EA, 1.8 GPM,
[illegible] WPD, TRANE 60-S

UH-8 UNIT HEATER
[illegible] MBH, 1200 CFM, 180° F EW,
120° F LW, 60° F EA, 8.8 GPM,
[illegible] WPD, TRANE 166-P

UH-9 UNIT HEATER
[illegible] MBH, 1200 CFM, 180° F EW,
120° F LW, 60° F EA, 8.8 GPM,
[illegible] WPD, TRANE 166-P

UH-10 UNIT HEATER
[illegible] MBH, 1100 CFM, 180° F EW,
120° F LW, 60° F EA, [illegible] GPM,
[illegible] WPD, TRANE 78-S.

UH-11 UNIT HEATER
[illegible] MBH, 1100 CFM, 180° F EW,
120° F LW, 60° F EA, [illegible] GPM,
[illegible] WPD, TRANE 78-S.

UH-12 UNIT HEATER
[illegible] MBH, 1100 CFM, 180° F EW,
120° F LW, 60° F EA, [illegible] GPM,
[illegible] WPD, TRANE 78-S.

UH-13 UNIT HEATER
[illegible] MBH, [illegible] CFM, 180° F EW,
120° F LW, 60° F EA, [illegible] GPM,
[illegible] WPD, TRANE 60-S

UH-14 UNIT HEATER
[illegible] MBH, 1200 CFM, 180° F EW,
120° F LW, 60° EA, [illegible] GPM,
[illegible] W.P.D., TRANE 60-S

UH-15 UNIT HEATER
[illegible] MBH, [illegible] CFM, 180° F EW
120° F LW, 60° F EA
10.7 GPM, [illegible] W.P.D., TRANE 100-S

UH-16 UNIT HEATER
[illegible] MBH, [illegible] CFM, 180° F EW,
120° F LW, 60° F EA, [illegible] GPM
[illegible] WPD, TRANE 60-S

UH-17 UNIT HEATER
[illegible] MBH, [illegible] CFM, 180° F EW,
[illegible] LW, 20° F EA
10.[illegible] GPM, [illegible] WATER PD, TRANE [illegible]

UH-18 UNIT HEATER
[illegible] MBH, [illegible] CFM, 180° F EW
[illegible] LW, 20° F EA
10 [illegible] GPM, [illegible] WATER PD, TRANE [illegible]

UH-19 UNIT HEATER
145 MBH, [illegible] CFM, 180° F EW
1,[illegible] LW, 12° F EA
15.4 GPM, [illegible] WATER PD, TRANE [illegible]

UH-[illegible] UNIT HEATER
[illegible] MBH, [illegible] CFM, 180° F EW
1,[illegible] LW, 40° F EA
[illegible] GPM, [illegible] WATER PD, TRANE 100-S

UH-[illegible] UNIT HEATER
[illegible] MBH, [illegible] CFM, 180° F EW
1,[illegible] LW, 20° F EA
10.[illegible] GPM, [illegible] WATER PD, TRANE [illegible]

UH-[illegible] UNIT HEATER
[illegible] MBH, [illegible] CFM, 180° F EW
[illegible] LW, 20° F EA
10.[illegible] GPM, [illegible] WATER PD, TRANE [illegible]

UH-[illegible] UNIT HEATER
[illegible] MBH, 1200 CFM, 180° F EW
[illegible] LW, [illegible] EA
[illegible] GPM, [illegible] WATER PD, TRANE [illegible]

RV-1 ROOF VENT
[illegible] CFM, 0.1 IN. SP, BIRD SCREEN
PACE [illegible]

RV-2 ROOF VENT
[illegible] CFM, 0.1 [illegible] BIRD SCREEN
PACE [illegible]

RV-3 ROOF VENT
[illegible] CFM, 0.1 IN. SP, BIRD SCREEN
PACE [illegible]

RV-4 ROOF VENT
[illegible] CFM, 0.1 IN. [illegible] BIRD SCREEN
PACE [illegible]

RV-5 ROOF VENT
[illegible] CFM, 0.1 IN. SP, BIRD SCREEN
PACE [illegible]

RV-6 ROOF VENT
[illegible] CFM, 0.1 IN. [illegible] BIRD SCREEN
PACE [illegible]

RV-[illegible] ROOF VENT
[illegible] CFM, 0.1 IN. [illegible] BIRD SCREEN
PACE [illegible]

RV-8 ROOF VENT
[illegible] CFM, 0.1 IN. SP, BIRD SCREEN
PACE [illegible]

RV-9 ROOF VENT
[illegible] CFM, 0.1 IN. SP, BIRD SCREEN
PACE [illegible]

[illegible]

IN. SP. IN. DEEP, 500 FPM	15 HP, 460 V, 3 PHASE.
IN. SP. IN. DEEP, 500 FPM	15 HP, 460 V, 3 PHASE.
IN. S.P. IN. 30 IN. AIR PD, F LW, CE AND BYPASS DAMPERS. IN. DEEP, 500 FPM	SUPPLY FAN: 5 HP, 460 V 3 PHASE RETURN FAN: 3HP, 460V, 3 PHASE.
USED.	
IN. SP, 25 IN. AIR PD, F LW, 2 IN. DEEP,	1-1/2HP, 460 V. 3 PHASE.
. S.P. IN. AIR PD, F LW, 500 FPM MAX.	1/2HP, 460 V. 3 PHASE.
75 IN. SP, .2 IN. AIR PD, F EDB, 120° F LW, NT, 500 FPM MAX.	3/4HP, 460 V. 3 PHASE.
25 IN. SP, 0.2 IN. AIR PD, F EDB, 120° F LW, NT, 2 IN. DEEP,	5 HP, 460 V. 3 PHASE.
2.0 IN. SP. NT, 2 IN. DEEP,	5 HP, 460V 3 PHASE.
.2 IN. EXTERNAL SP, HR. 13.5 SMBH, 60°F. EWB, 80°	33.0 FLA, 277V, 1 PHASE, SINGLE PT. CONNECTION.
FAN: C PRESSURE,	1/4HP, 115 V, 1 PHASE.
IC PRESSURE, NON SPARKING WHEEL,	1/3HP, 115 V, 1 PHASE.
ATIC PRESSURE, 6-860.	20 HP, 460 V, 3 PHASE.
ATIC PRESSURE 6-1150.	20 HP, 460 V, 3 PHASE.
TATIC PRESSURE, 14-1750	10 HP, 460 V, 3 PHASE.

EF-20	ROOF EXHAUST FAN: 5000 CFM, 0.25 IN. STATIC PRESSURE, 550 LB., PACE CRE-24, FC.	1-1/2HP, 460 V, 3 PHASE.
EF-21	ROOF EXHAUST FAN: 5000 CFM, 0.25 IN. STATIC PRESSURE, 550 LB., PACE CRE-24, FC.	1-1/2HP, 460 V, 3 PHASE.
EF-22	ROOF EXHAUST FAN. 5000 CFM, 0.25 IN. STATIC PRESSURE, 550 LB., PACE CRE-24, FC.	1-1/2HP, 460 V, 3 PHASE.
EF-23	ROOF EXHAUST FAN: 5000 CFM, 0.25 IN. STATIC PRESSURE, 550 LB., PACE CRE-24, FC.	1-1/2HP, 460 V, 3 PHASE.
EF-24	EXHAUST FAN: 4200 CFM, 4.0 IN. STATIC PRESSURE, PACE U-16, SWSI, BI.	7-1/2HP, 460 V, 3 PHASE.
EF-25	EXHAUST FAN: 3600 CFM, 4.0 IN. STATIC PRESSURE, PACE U-16, SWSI, BI.	7-1/2HP, 460 V, 3 PHASE.
EF-26	ROOF EXHAUST FAN: 1200 CFM, 0.375 IN. STATIC PRESSURE, EXPLOSION PROOF MOTOR, NON-SPARKING WHEEL, PACE CRE-12, FC.	3/4 HP, 460 V, 3 PHASE.
EF-27	CEILING EXHAUST FAN: 600 CFM, 0.2 IN. STATIC PRESSURE, SLOTTED GRILLE, BACKDRAFT DAMPER, PACE DD-600G.	1/10 HP, 115 V, 1 PHASE.
EF-28	ROOF EXHAUST FAN: 10,250 CFM, 0.25 IN. STATIC PRESSURE, 1,000 LB., PACE CRE-36, FC.	2 HP, 460 V, 3 PHASE.
EF-29	ROOF EXHAUST FAN: 10,250 CFM, 0.25 IN. STATIC PRESSURE, 1,000 LB., PACE CRE-36, FC.	2 HP, 460 V, 3 PHASE.
EF-30	EXHAUST FAN: 16000 CFM 0.5 IN. STATIC PRESSURE, 1-1/2 IN. SCROLL DRAIN. PACE U-36, FC.	5HP, 460 V, 3 PHASE.
EF-31	ROOF EXHAUST FAN: 200 CFM, 0.5 IN. STATIC PRESSURE, EXPLOSION PROOF MOTOR, NON-SPARKING WHEEL, PACE CRE-6, FC.	1/4 HP, 115 V, 1 PHASE.
EF-32	ROOF EXHAUST FAN: 5000 CFM, 0.375 IN. STATIC PRESSURE, PACE CRE-24, FC.	1-1/2HP, 460 V, 3 PHASE.
EF-33	ROOF EXHAUST FAN: 900 CFM, 0.375 IN. STATIC PRESSURE, PACE CRE-11, FC.	1/3 HP, 115 V, 1 PHASE.
EF-34	ROOF EXHAUST FAN: 5000 CFM, 0.75 IN. STATIC PRESSURE, PACE CRE-24, FC.	1-1/2 HP, 460V, 3 PHASE.
EF-35	ROOF EXHAUST FAN: 1590 CFM, 0.375 IN. STATIC PRESSURE, PACE CRE-15, FC.	1/2HP, 460 V, 3 PHASE.
EF-36	EXHAUST FAN: 6300 CFM, 0.5 IN. STATIC PRESSURE, PACE U-30, FC.	1-1/2HP, 460V, 3 PHASE.
EF-37	EXHAUST FAN: 1000 CFM, 0.5 IN. STATIC PRESSURE, EXPLOSION PROOF, NON SPARKING WHEEL, PACE U-12, FC.	1/2HP, 480V, 3 PHASE.
EF-38	EXHAUST FAN: 150 CFM, 0.5 IN. STATIC PRESSURE, EXPLOSION PROOF, NON SPARKING WHEEL, PACE U-6, FC.	1/3HP, 115V, 1 PHASE.
EF-39	EXHAUST FAN: 3660 CFM, 0.5 IN. STATIC PRESSURE, PACE U-22, FC.	1-1/2HP, 460V, 3 PHASE.
EF-40	EXHAUST FAN: 200 CFM, 0.5 IN. STATIC PRESSURE, EXPLOSION PROOF MOTOR, NON SPARKING WHEEL, PACE U-6, FC.	1/4HP, 115V, 1 PHASE.
UH-1	UNIT HEATER: 34 MBH, 1200 CFM, 140° F EW, 130° F LW, 60° F EA, 7.0 GPM, 1 FT. WPD, TRANE 90-S.	1/8 HP, 115V, 1 PHASE.
UH-2	UNIT HEATER: 45 MBH, 1200 CFM, 140° F EW, 130° F LW, 60° F EA, 4.7 GPM, 1 FT. WPD, TRANE 90-S.	1/8 HP, 115V, 1 PHASE.
UH-3	UNIT HEATER: 45 MBH, 1200 CFM, 140° F EW, 120° F LW, 60° F EA, 4.7 GPM, 1 FT. WPD, TRANE 90-S.	1/8 HP, 115V, 1 PHASE.
UH-4	UNIT HEATER: 34 MBH, 1100 CFM, 140° F EW, 120° F LW, 60° F EA, 3.3 GPM, 1 FT. WPD, TRANE 70-S.	1/8 HP, 115V, 1 PHASE.
UH-5	UNIT HEATER: 50 MBH, 1500 CFM, 140° F EW, 120° F LW, 60° F EA, 5.3 GPM, 1 FT. WPD, TRANE 100-S.	1/8 HP, 115V, 1 PHASE.
UH-6	UNIT HEATER: 50 MBH, 1500 CFM, 140° F EW, 120° F LW, 60° F EA, 5.3 GPM, 1 FT. WPD. TRANE 60-S.	1/8 HP, 115V, 1 PHASE.

UH-19	UNIT HEATER 149 MBH, 5650 CFM, 140°F EW, 120°F LW, 32°F EA, 15.4 GPM, 5 FT. WATER PD, TRANE 354-
UH-20	UNIT HEATER: 57 MBH, 2200 CFM, 140°F EW, 120°F LW, 40°F EA, 6 GPM, 4 FT. WATER PD, TRANE 160-S.
UH-21	UNIT HEATER: 186 MBH, 6000 CFM, 140°F EW, 120°F LW, 24°F EA, 19.2 GPM, 6 FT. WATER PD, TRANE 400-
UH-22	UNIT HEATER: 186 MBH, 6000 CFM, 140°F EW, 120°F LW, 24°F EA, 19.2 GPM, 6 FT. WATER PD, TRANE 400-
UH-23	UNIT HEATER: 34 MBH, 1200 CFM, 140°F EW, 130°F LW, 60°F EA, 7.0 GPM, 1 FT. WATER PD, TRANE 90-S
RV-1	ROOF VENT 5000 CFM, 0.1 IN. SP, BIRD SCREEN, PACE 50, 36x36
RV-2	ROOF VENT: 15000 CFM, 0.1 SP, BIRD SCREEN PACE, 72. 48x48.
RV-3	ROOF VENT: 15000 CFM, 0.1 IN. SP, BIRD SCREEN, PACE, 72. 48x48.
RV-4	ROOF VENT: 230 CFM, 0.1 IN.SP, BIRD SCREEN, PACE, 13. 8x8.
RV-5	ROOF VENT: 2500 CFM, 0.1 IN. SP, BIRD SCREEN, PACE, 37, 26x26.
RV-6	ROOF VENT: 2500 CFM, 0.1 IN. SP, BIRD SCREEN, PACE, 37, 26x26
RV-7	ROOF VENT: 4000 CFM, 0.1 IN. SP, BIRD SCREEN PACE 47, 32x32
RV-8	ROOF VENT: 10,250 CFM, 0.1 IN. SP, BIRD SCREEN PACE 72, 48x48.
RV-9	ROOF VENT: 10,250 CFM, 0.1 IN. SP, BIRD SCREEN PACE 72, 48x48.
HX-1	HEAT EXCHANGER: 22,875 CFM SUPPLY, 22,325 EXHAUST, 0.11 IN. SP, 60% EFFICIENCY, 4000 LB., TEMP-X-CHANGER 48X48X72 (3 UNITS).
HX-2	HEAT EXCHANGER: 20,100 CFM SUPPLY, 19,550 CFM EXHAUST, 0.11 IN. SP, 60% EFFICIENCY, 4000 LB., TEMP-X-CHANGER 48X48X72 (3 UNITS).
HC-1	HEATING COIL: 22,875 CFM, 0.7 IN. AIR PD, 800 FPM MAX. FV, 45°F EDB, 82° LDB, 140°F EW, 120°F LW, 95 GPM, 5 FT. WATE FACE AND BYPASS DAMPERS.
HC-2	HEATING COIL: 20,100 CFM, 0.7 IN. AIR PD, 800 FPM MAX. FV, 45°F EDB, 85°F LDB, 140°F EW, 120°F LW, 90 GPM, 5 FT. WATE FACE AND BYPASS DAMPERS.
HC-3	HEATING COIL: 2,130 CFM, 0.4 IN. AIR PD, 600 FPM MAX. FV, 60°F EDB, 70°F LDB, 140°F EW, 120°F LW, 2.4 GPM, 3 FT. WATI
HC-4	HEATING COIL: 1280 CFM, 0.4 IN. AIR PD, 600 FPM MAX. FV, 60°F EDB, 70°F LDB, 140°F EW, 120°F LW, 1.4 GPM, 3 FT. WATI
HC-5	HEATING COIL: 750 CFM, 0.4 IN. AIR PD, 600 FPM MAX.FV, 60°F EDB, 70°F LDB, 140°F EW, 120°F LW, 0.8 GPM, 3 FT. WATE
HC-6	HEATING COIL: 125 CFM, 0.4 IN. AIR PD, 600 FPM MAX. FV, 45°F EDB, 80°F LDB, 140°F EW, 120°F LW, 0.5 GPM, 3 FT. WATE
CO-1,2, 3,4,5, 6,7,8 9,10,11	CARBON MONOXIDE SENSOR: CO SENSORS, PROVIDED AND INSTALLED BY ELECT., DIVIS
CA-1	CONTROL AIR COMPRESSOR:
DC-1	DUST COLLECTOR 4450 CFM, 6.5 IN. SP, AMERICAN AIR FILTER ARRESTALL MODEL 4800.

	UNIT HEATER: 57 MBH, 580 CFM, 140° F EW, 120° F LW, 60° F EA, 1.9 GPM, 1 FT. WPD, TRANE 60-S.	1/8 HP, 115V, 1 PHASE.
	UNIT HEATER: 56 MBH, 2200 CFM, 140° F EW, 120° F LW, 60° F EA, 8.9 GPM, 1 FT. WPD, TRANE 166-P.	1/6 HP, 115V, 1 PHASE.
	UNIT HEATER: 56 MBH, 2200 CFM, 140° F EW, 120° F LW, 60° F EA, 8.9 GPM, 1 FT. WPD, TRANE 166-P.	1/6 HP, 115V, 1 PHASE.
	UNIT HEATER: 36 MBH, 1100 CFM, 140° F EW, 120° F LW, 60° F EA, 3.7 GPM, 1 FT. WPD, TRANE 70-S.	1/6 HP, 115V, 1 PHASE.
	UNIT HEATER: 34 MBH, 1100 CFM, 140° F EW, 120° F LW, 60° F EA, 3.7 GPM, 1 FT. WPD, TRANE 70-S.	1/8 HP, 115V, 1 PHASE.
	UNIT HEATER: 34 MBH, 1100 CFM, 140° F EW, 120° F LW, 60° F EA, 3.7 GPM, 1 FT. WPD, TRANE 70-S.	1/8 HP, 115V, 1 PHASE.
	UNIT HEATER: 27 MBH, 800 CFM, 140° F EW, 120° F LW, 60° F EA, 2.8 GPM, 1 FT. WPD, TRANE 60-S.	1/8 HP, 115 V, 1 PHASE.
	UNIT HEATER: 27 MBH, 1200 CFM, 140° F EW, 120° F LW, 60° EA, 2.7 GPM, 1 FT. W.P.D., TRANE 90-S	1/8 HP, 115 V, 1 PHASE.
	UNIT HEATER: 103 MBH, 800 CFM, 140° F EW, 120° F LW, 60° F EA 10.7 GPM, 4 FT. W.P.D., TRANE 186-S	1/4 HP, 115 V, 1 PHASE.
	UNIT HEATER: 27 MBH, 800 CFM, 140° F EW, 120° F LW, 60° F EA, 2.8 GPM, 1 FT. WPD, TRANE 60-S.	1/20 HP, 115 V, 1 PHASE.
	UNIT HEATER: 186 MBH, 6000 CFM, 140°F EW, 120°F LW, 24°F EA 19.2 GPM, 6 FT. WATER PD TRANE 400-S	3/4HP, 480V, 3 PHASE.
	UNIT HEATER 186 MBH, 6000 CFM, 140°F EW, 120°F LW, 24°F EA, 19.2GPM, 6 FT. WATER PD, TRANE 400-S	3/4HP, 480V, 3 PHASE.
	UNIT HEATER 149 MBH, 5650 CFM, 140°F EW 120°F LW, 32°F EA. 15.4 GPM, 5 FT. WATER PD, TRANE [illegible]	[illegible], 460V, 3 PHASE
	UNIT HEATER 57 MBH, 2200 CFM, 140°F EW 120°F LW, 40°F EA 6 GPM, 4 FT. WATER PD, TRANE [illegible]	[illegible], 460V, 3 PHASE
	UNIT HEATER 186 MBH, 6000 CFM, 140°F EW 120°F LW, 24°F EA, 19.2 GPM, 6 FT. WATER PD, TRANE 400-S	3/4HP, 480V 3 PHASE
	UNIT HEATER 186 MBH, 6000 CFM, 140°F EW 120°F LW, 24°F EA, 19.2 GPM, 6 FT. WATER PD, TRANE 400-S	3/4HP, 480V 3 PHASE
1	UNIT HEATER 34 MBH, 1200 CFM, 140°F EW, 130°F LW, 60°F EA, 7.0 GPM, 1 FT. WATER PD, TRANE 90-S	1/20HP, 115V, 1 PHASE
1	ROOF VENT 5000 CFM, 0.1 IN. SP, BIRD SCREEN PACE 50, 36x36	
2	ROOF VENT 15000 CFM, 0.1 SP, BIRD SCREEN PACE, 72 48x48	
3	ROOF VENT 15000 CFM, 0.1 IN. SP, BIRD SCREEN, PACE, 72 48x48	
4	ROOF VENT 230 CFM, 0.1 IN SP, BIRD SCREEN, PACE, 13. 8x8	
5	ROOF VENT 2500 CFM, 0.1 IN. SP, BIRD SCREEN, PACE, 37, 26x26.	
6	ROOF VENT 2500 CFM, 0.1 IN. SP, BIRD SCREEN, PACE, 37, 26x26	
7	ROOF VENT 4000 CFM, 0.1 IN. SP, BIRD SCREEN PACE 47, 32x32	
8	ROOF VENT 10,750 CFM, 0.1 IN. SP, BIRD SCREEN PACE 72, 48x48	
9	ROOF VENT 10,750 CFM, 0.1 IN. SP, BIRD SCREEN PACE 72, 48x48.	

HE-1	HEAT EXCHANGER SHELL: 300 GPM, 200°F EW, 181°F LW, 6FT. MAX. WATER PD, TUBE: 500 GPM, 129°F EW, 140°F LW, 2 FT. MAX. WATER PD, WT: 800 LB. B&G MODEL WU-164-2(A).	
HE-2	HEAT EXCHANGER (DOMESTIC WATER): SHELL: 57 GPM, 140°F EW, 120°F LW, 2FT. MAX. WATER PD. TUBE: 15 GPM, 45°F EW, 110°F LW, 1 FT. MAX. PD, WT: 250 LB. B&G MODEL WU-68-4.	
SF-1	RADIANT HEATING SUPPLY FAN: 230 CFM, 0.5 IN. EXTERNAL SP.	1/10HP, 115V, 1 PHASE.
BU-	RADIANT HEATING BURNERS: 40,000 BTU.	0.5A, 115V, 1 PHASE.
VP-	RADIANT HEATING VACUUM PUMPS:	1/2HP, 115V. 1 PHASE.
P-1A	COLLECTOR LOOP PUMP: 300 GPM, 70 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 1510.	10 HP, 460V, 3 PHASE.
P-1B	COLLECTOR LOOP PUMP: 350 GPM, 70 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 1510.	10 HP, 460V, 3 PHASE.
P-2	HEATING WATER LOOP PUMP-SOLAR SIDE: 500 GPM, 45 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 1510.	10 HP, 460V, 3 PHASE.
P-3A	DOMESTIC WATER HEATING PUMP-SOLAR SIDE: 15 GPM, 38 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 60.	3/4HP, 480V, 3 PHASE.
P-3B	DOMESTIC WATER HEATING PUMP-BOILER SIDE: 15 GPM, 16 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 60.	1/4HP, 120V,
P-4A	SPACE HEATING PUMP: 500 GPM, 85 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 1510	10HP, 460V, 3 PHASE.
P-4B	SPACE HEATING PUMP: [illegible] GPM, [illegible]5 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 1510.	10 HP, 460V, 3 PHASE.
P-5	CHILLER CONCENTRATOR PUMP: [illegible] GPM, 68 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 1510.	5 HP, 460V, 3 PHASE.
P-6	BOILER PUMP 335 GPM, 15 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 1510	2HP, 460V, 3 PHASE
P-7	CHILLED WATER PUMP: 150 GPM, 85 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 1510.	7-1/2HP, 460V, 3 PHASE.
P-8	CONDENSER WATER PUMP. 470 GPM, 60 FT. HEAD 1750 RPM, BELL & GOSSETT SERIES 1510	15HP, 460V, 3 PHASE
P-9A	HEATING WATER LOOP PUMP-BOILER SIDE: 500 GPM, 15 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 1510.	3 HP, 460V, 3 PHASE.
P-9B	HEATING WATER LOOP PUMP BOILER SIDE: 500 GPM, 15 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 1510.	3 HP, 460V,
P-1	DYNAMOMETER PUMP 50 GPM, 135 FT. HEAD, 3500 RPM, BELL & GOSSETT SERIES 1510.	10 HP, 460V, 3 PHASE
P-11A	SOLAR CLOSED CIRCUIT COOLER PUMP 104 GPM, 40 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 1510.	2 HP, 460V, 3 PHASE
P-11B	SOLAR CLOSED CIRCUIT COOLER PUMP: 104 GPM, 40 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 1510.	2 HP, 460V 3 PHASE
P-17	DOMESTIC HOT WATER HEAT EXCHANGER PUMP: 57 GPM, 10 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 60	1/3HP, 120V, 1 PHASE
AH-21	AIR HANDLING UNIT 500 CFM, .625 IN. STATIC PRESSURE, FILTERS FLAT ARRANGEMENT, 2 IN. 500 FPM MAX F.V., PACE SCF-79A.	1/3 HP, 115 V, 3 PHASE
EF-41	ROOF EXHAUST FAN 7100 CFM, 1.25 IN. STATIC PRESSURE, PACE CRF-22, FC, 5500	5 HP, 460V 3 PHASE.
EF-42	ROOF EXHAUST FAN 7000 CFM, .375 IN. STATIC PRESSURE, PACE CRF 16F, FC, 5000.	1 HP, 460V, 3 PHASE
EF-43	ROOF EXHAUST FAN. 1400 CFM, .375 IN. STATIC PRESSURE, PACE CRF 15F, 5000.	1/2 HP, 460V, 3 PHASE
RV-10	ROOF VENT. 7100 CFM, 0.1 IN. SP., BIRD SCREEN PACE SIZE 59, 40 x 40.	
HX-3	HEAT X CHANGER 7100 CFM, 0.5 IN. SP, 60% EFFICIENCY, 1200 LB., TEMP-X-CHANGER, 48 x 48 x 72 (1 UNIT).	
HC-7	HEATING COIL: 7100 CFM, .3 IN. AIR PD., 600 FPM MAX. FV, 140 MBH, 140°F EW, 120°F LW 13.7 GPM, 2 FT. WATER PD.	

TERMINAL SCHEDULE

HOT WATER COIL

PAE Peterson Associated Engineers, Inc

DATE APRIL 29, 1980

JOB NO 9017.05

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 1115 S.W. OAK PORTLAND, OREGON 97204

ounty
RATIONS FACILITY
Oregon

UM-19	UNIT HEATER: 149 MBH, 5650 CFM, 140°F EW, 120°F LW, 32°F EA, 15.4 GPM, 5 FT. WATER PD, TRANE 364-S.	1/2HP, 460V, 3 PHASE.
UM-20	UNIT HEATER: 57 MBH, 2200 CFM, 140°F EW, 120°F LW, 40°F EA, 6 GPM, 4 FT. WATER PD, TRANE 168-S.	1/2HP, 460V, 3 PHASE.
UM-21	UNIT HEATER 186 MBH, 6000 CFM, 140°F EW, 120°F LW, 24°F EA, 19.2 GPM, 6 FT. WATER PD, TRANE 400-S.	3/4HP, 480V, 3 PHASE.
UM-22	UNIT HEATER: 186 MBH, 6000 CFM, 140°F EW, 120°F LW, 24°F EA, 19.2 GPM, 6 FT. WATER PD, TRANE 400-S.	3/4HP, 480V, 3 PHASE.
UM-23	UNIT HEATER: 34 MBH, 1200 CFM, 140°F EW, 130°F LW, 60°F EA, 7.0 GPM, 1 FT. WATER PD, TRANE 90-S	1/8HP, 115V, 1 PHASE.
RV-1	ROOF VENT 5000 CFM, 0.1 IN. SP, BIRD SCREEN, PACE 59, 36x36	
RV-2	ROOF VENT: 15000 CFM, 0.1 SP, BIRD SCREEN PACE, 72. 48x48.	
RV-3	ROOF VENT: 15000 CFM, 0.1 IN. SP, BIRD SCREEN, PACE, 72. 48x48.	
RV-4	ROOF VENT: 230 CFM, 0.1 IN.SP, BIRD SCREEN, PACE, 13. 8x8.	
RV-5	ROOF VENT: 2500 CFM, 0.1 IN. SP, BIRD SCREEN, PACE, 37, 26x26.	
RV-6	ROOF VENT: 2500 CFM, 0.1 IN. SP, BIRD SCREEN, PACE, 37, 26x26	
RV-7	ROOF VENT: 4000 CFM, 0.1 IN. SP, BIRD SCREEN PACE 47, 32x32	
RV-8	ROOF VENT: 10,250 CFM, 0.1 IN. SP, BIRD SCREEN PACE 72, 48x48.	
RV-9	ROOF VENT: 10,250 CFM, 0.1 IN. SP, BIRD SCREEN PACE 72, 48x48.	
HX-1	HEAT EXCHANGER: 22,875 CFM SUPPLY, 22,325 EXHAUST, 0.11 IN. SP, 60% EFFICIENCY, 4000 LB., TEMP-X-CHANGER 48X48X72 (3 UNITS).	
HX-2	HEAT EXCHANGER: 20,100 CFM SUPPLY, 19,550 CFM EXHAUST, 0.11 IN. SP, 60% EFFICIENCY, 4000 LB., TEMP-X-CHANGER 48X48X72 (3 UNITS).	
HC-1	HEATING COIL: 22,875 CFM, 0.7 IN. AIR PD, 800 FPM MAX: FV, 45°F EDB, 82° LDB, 140°F EW, 120°F LW, 95 GPM, 5 FT. WATER PD. FACE AND BYPASS DAMPERS.	
HC-2	HEATING COIL: 20,100 CFM, 0.7 IN. AIR PD, 800 FPM MAX. FV, 45°F EDB, 85°F LDB, 140°F EW, 120°F LW, 90 GPM, 5 FT. WATER PD. FACE AND BYPASS DAMPERS.	
HC-3	HEATING COIL: 2,130 CFM, 0.4 IN. AIR PD, 600 FPM MAX. FV, 60°F EDB, 70°F LDB, 140°F EW, 120°F LW, 2.4 GPM, 3 FT. WATER PD.	
HC-4	HEATING COIL: 1280 CFM, 0.4 IN. AIR PD, 600 FPM MAX. FV, 60°F EDB, 70°F LDB, 140°F EW, 120°F LW, 1.4 GPM, 3 FT. WATER PD.	
HC-5	HEATING COIL: 750 CFM, 0.4 IN. AIR PD, 600 FPM MAX.FV, 60°F EDB, 70°F LDB, 140°F EW, 120°F LW, 0.8 GPM, 3 FT. WATER PD.	
HC-6	HEATING COIL: 125 CFM, 0.4 IN. AIR PD, 600 FPM MAX. FV, 45°F EDB, 80°F LDB, 140°F EW, 120°F LW, 0.5 GPM, 3 FT. WATER PD.	
CO-1,2, 3,4,5, 6,7,8 9,10,11	CARBON MONOXIDE SENSOR: CO SENSORS, PROVIDED AND INSTALLED BY ELECT., DIVISION 16000.	
CA-1	CONTROL AIR COMPRESSOR:	2-5HP MOTORS 460V, 3 PHASE
DC-1	DUST COLLECTOR 4450 CFM, 6.5 IN. SP, AMERICAN AIR FILTER ARRESTALL MODEL 4800.	BLOWER: 20HP, 460V, 3 PHASE. SHAKERS. 1/4HP, 460V, 3 PHASE, SINGLE PT. CONNECTION.
P-7	CHILLED WATER PUMP: 150 GPM, 85 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 1510.	7-1/2HP, 460V, 3 PHASE.
P-8	CONDENSER WATER PUMP: 470 GPM, 60 FT. HEAD 1750 RPM, BELL & GOSSETT SERIES 1510.	15HP, 460V, 3 PHASE.
P-9A	HEATING WATER LOOP PUMP-BOILER SIDE: 500 GPM, 15 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 1510.	3 HP, 460V, 3 PHASE.
P-9B	HEATING WATER LOOP PUMP-BOILER SIDE: 500 GPM, 15 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 1510.	3 HP, 460V,
P-10	DYNAMOMETER PUMP: 50 GPM, 135 FT. HEAD, 3500 RPM, BELL & GOSSETT SERIES 1510.	10 HP, 460V, 3 PHASE.
P-11A	SOLAR CLOSED CIRCUIT COOLER PUMP: 104 GPM, 40 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 1510.	2 HP, 460V, 3 PHASE.
P-11B	SOLAR CLOSED CIRCUIT COOLER PUMP: 104 GPM, 40 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 1510.	2 HP, 460V, 3 PHASE.
P-12	DOMESTIC HOT WATER HEAT EXCHANGER PUMP: 57 GPM, 10 FT. HEAD, 1750 RPM, BELL & GOSSETT SERIES 60.	1/3HP, 120V, 1 PHASE.
AHU-21	AIR HANDLING UNIT: 500 CFM, .625 IN. STATIC PRESSURE, FILTERS: FLAT ARRANGEMENT, 2 IN. 500 FPM MAX. F.V., PACE SCF-79A.	1/3 HP, 115 V, 3 PHASE.
EF-41	ROOF EXHAUST FAN: 7100 CFM, 1.25 IN. STATIC PRESSURE, PACE CRE-22, FC, 550#.	5 HP, 460V 3 PHASE.
EF-42	ROOF EXHAUST FAN: 2000 CFM, .375 IN. STATIC PRESSURE, PACE CRE-16F, FC, 500#.	1 HP, 460V, 3 PHASE.
EF-43	ROOF EXHAUST FAN: 1400 CFM, .375 IN. STATIC PRESSURE, PACE CRE-15F, 500#.	1/2 HP, 460V, 3 PHASE.
RV-10	ROOF VENT: 7100 CFM, 0.1 IN. SP., BIRD SCREEN PACE SIZE 59, 40 x 40.	
HX-3	HEAT-X-CHANGER: 7100 CFM, 0.9 IN. SP, 60% EFFICIENCY, 1200 LB., TEMP-X-CHANGER, 48 x 48 x 72 (1 UNIT).	
HC-7	HEATING COIL: 7100 CFM, .3 IN. AIR PD., 600 FPM MAX. FV, 140 MBH, 140°F EW, 120°F LW 13.7 GPM, 2 FT. WATER PD.	

TERMINAL SCHEDULE

BOX NUMBER	AIR QUANTITY CFM MAX.	AIR QUANTITY CFM MIN.	HOT WATER COIL CAPACITY AT MIN. AIR FLOW MBH	WATER FLOW GPM
TU-1-1	545	275	8.0	1.0
TU-1-2	740	370	12.0	1.0
TU-1-3	405	205	10.0	4.0
TU-1-4	600	300	11.0	2.0
TU-1-5	345	175	6.5	1.0
TU-1-6	390	195	5.0	1.0
TU-1-7	360	180	7.5	4.0
TU-1-8	190	95	6.0	0.5
TU-1-9	1590	795	29.0	5.0
TU-1-10	500	0	NO HEATING COIL	
TU-2-1	2100	1050	34.0	3.0
TU-2-2	125	65	1.5	0.5
TU-2-3	1195	600	15.0	2.0
TU-2-4	1200	600	25.5	5.0
TU-2-5	560	280	6.0	1.0
TU-2-6	470	235	12.0	1.0
TU-2-7	360	180	3.0	0.5
TU-2-8	1110	555	19.0	2.0
TU-2-9	315	160	3.0	0.5

NOTES:

1. SIZE BOXES NOT TO EXCEED 80% OF AIR QUANTITIES LISTED IN MANUFACTURERS LITERATURE.
2. WATER PRESSURE DROP SHALL NOT EXCEED 4 FEET.
3. ENTERING AIR TEMPERATURE IS 60 DEGREES.
4. ENTERING WATER TEMPERATURE IS 140 DEGREES.
5. AIR PD SHALL NOT EXCEED 0.68 INCHES AT FULL FLOW (INCLUDES HEATING COIL).
6. SELECTION BASED ON TITUS ESV-3000.

AN/EM
57120/6835.1

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

SCHEDULES

Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

M1
of 17 SHEETS

NOTES:

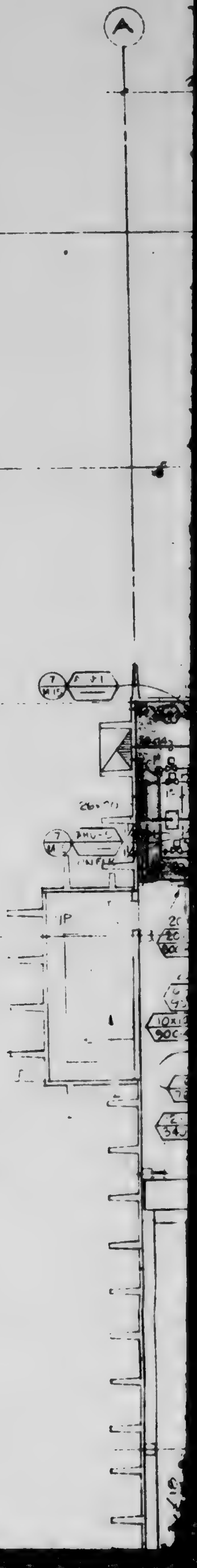
① SUSPEND FROM STRUCTURE WITH BOTTOM OF UNIT AT 11'-0" ± ABOVE FIN. FLR.

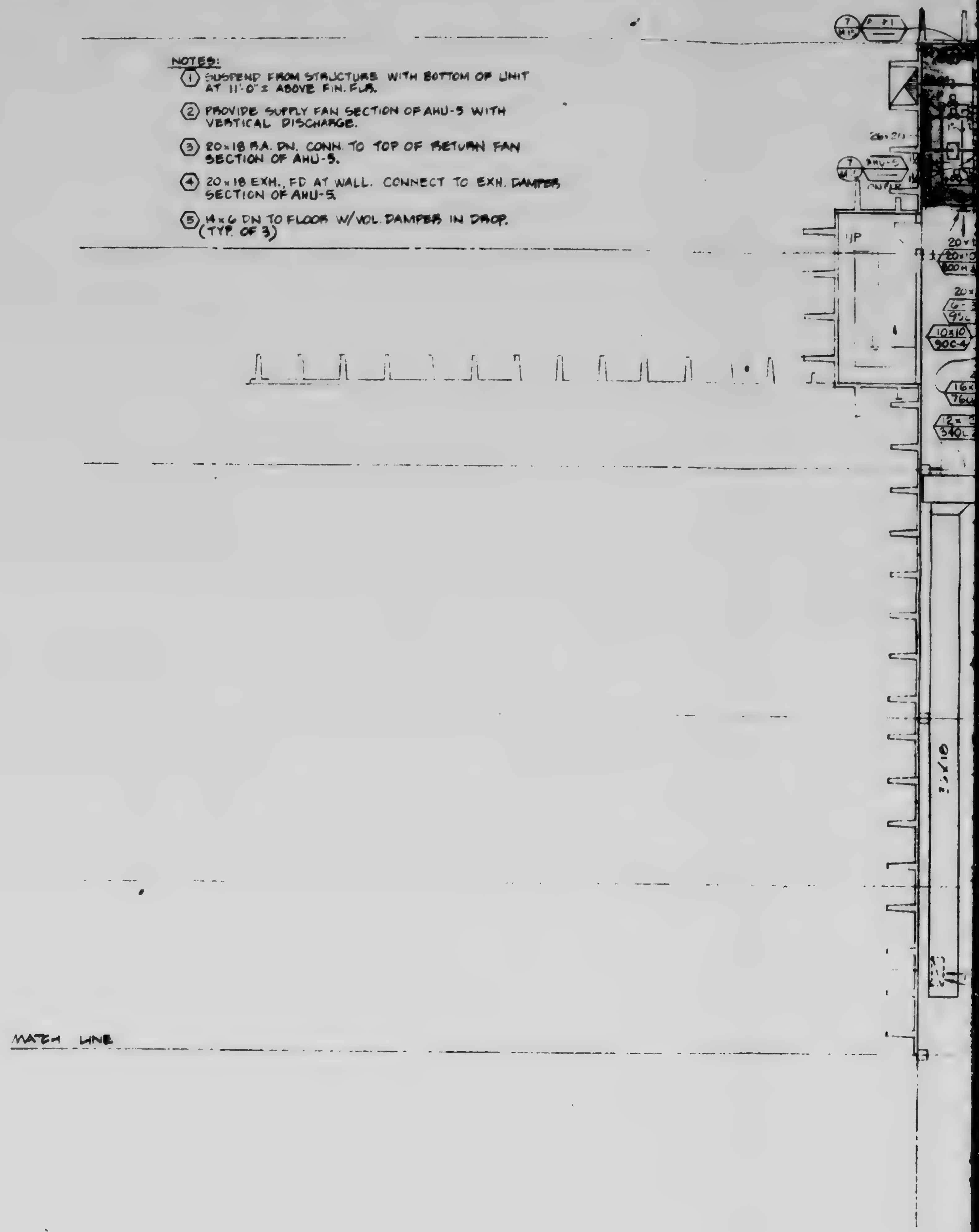
② PROVIDE SUPPLY FAN SECTION OF AHU-5 WITH VERTICAL DISCHARGE.

③ 20×18 R.A. DN. CONN. TO TOP OF RETURN FAN SECTION OF AHU-5.

④ 20×18 EXH., FD AT WALL. CONNECT TO EXH. DAMPER SECTION OF AHU-5.

⑤ 14×6 DN TO FLOOR W/VOL DAMPER IN DROP. (TYP. OF 3)




7
M-15
F-1
26×20
7
M-
AHU-5
ON FLR
UP
20×1
20×10
800 H
20×
6-
95C
10×10
90C-4
16×
76W
12×
340L
MATCH LINE

NOTES:

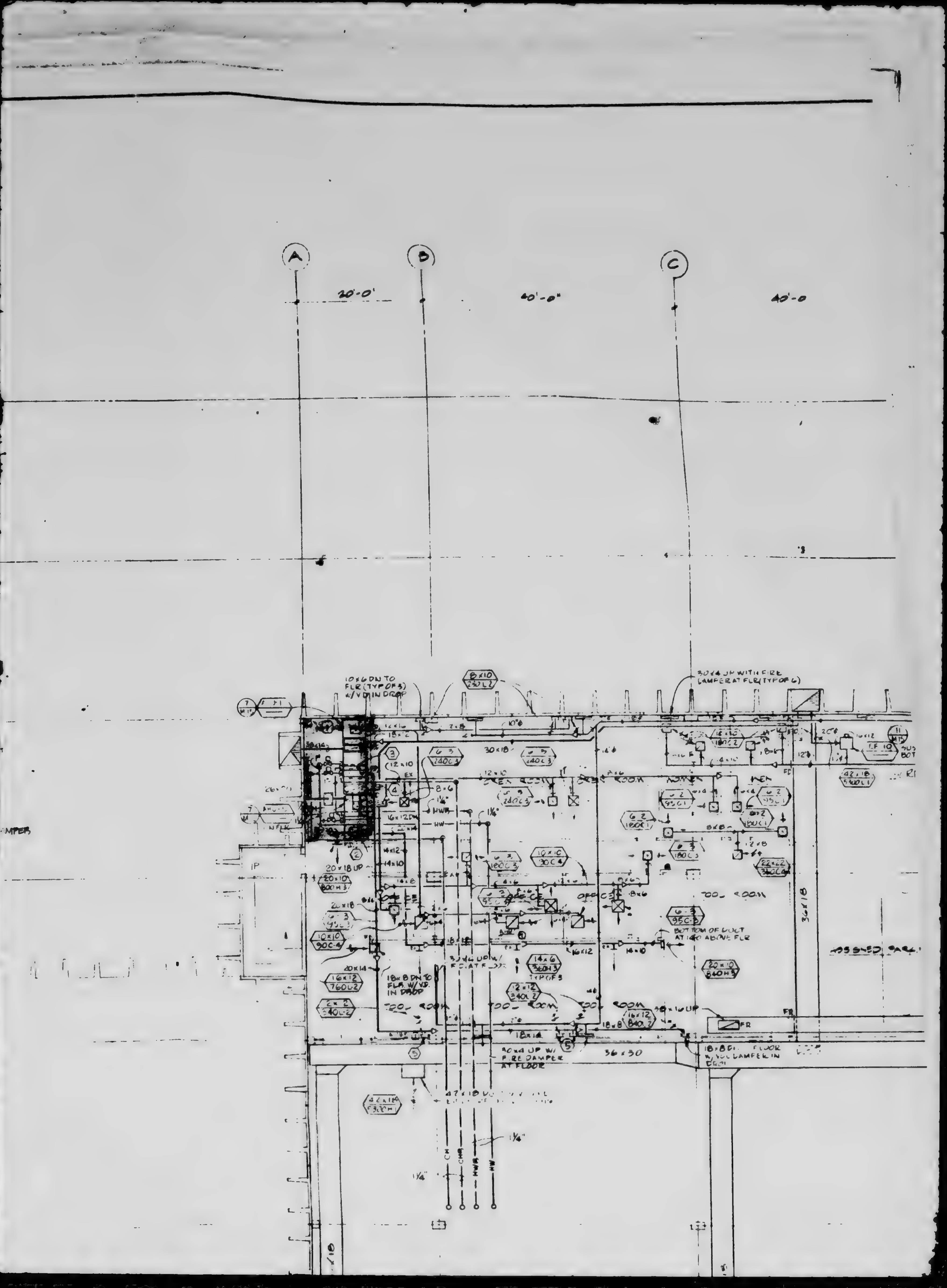
① SUSPEND FROM STRUCTURE WITH BOTTOM OF UNIT AT 11'-0"± ABOVE FIN. FLR.

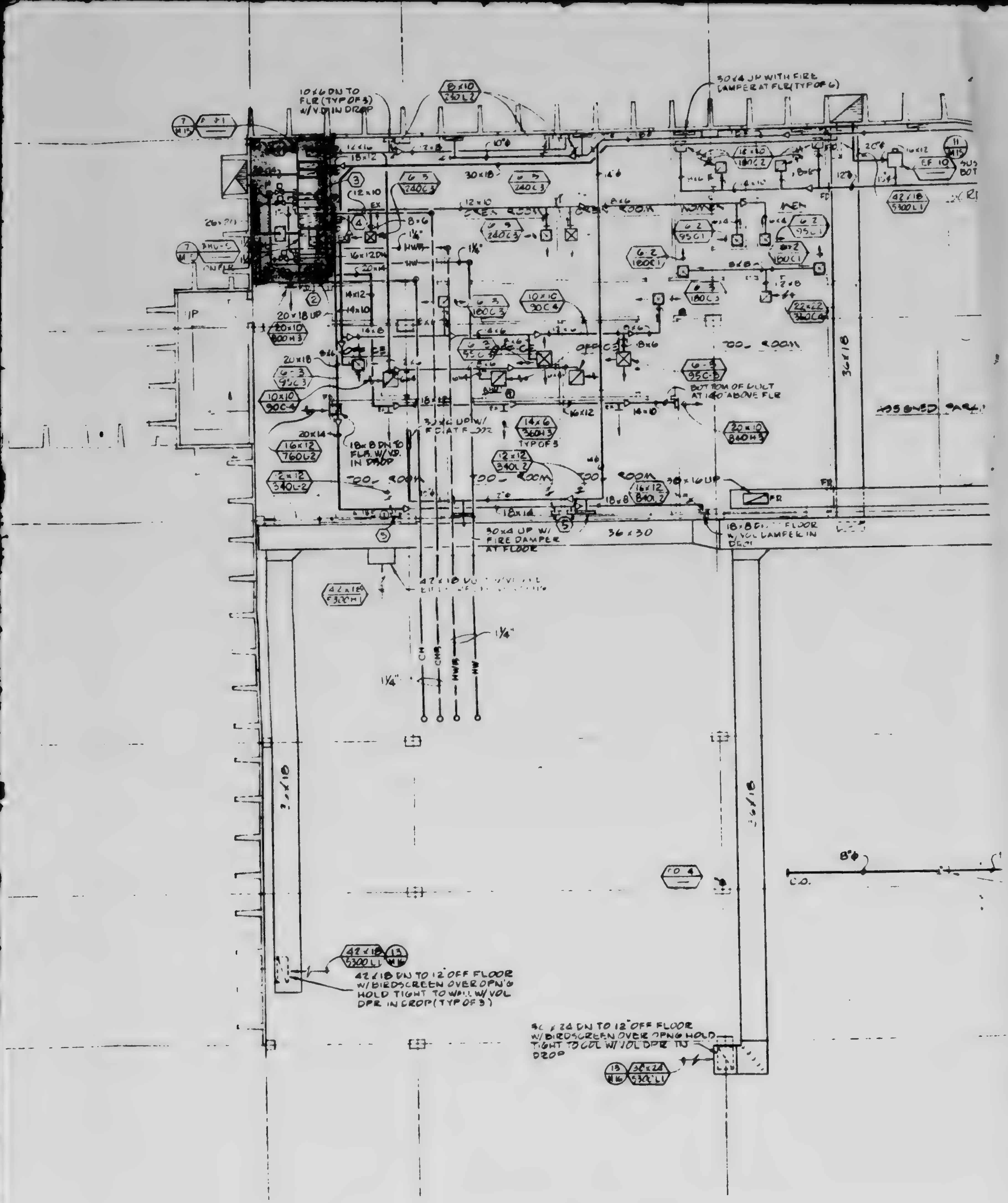
② PROVIDE SUPPLY FAN SECTION OF AHU-5 WITH VERTICAL DISCHARGE.

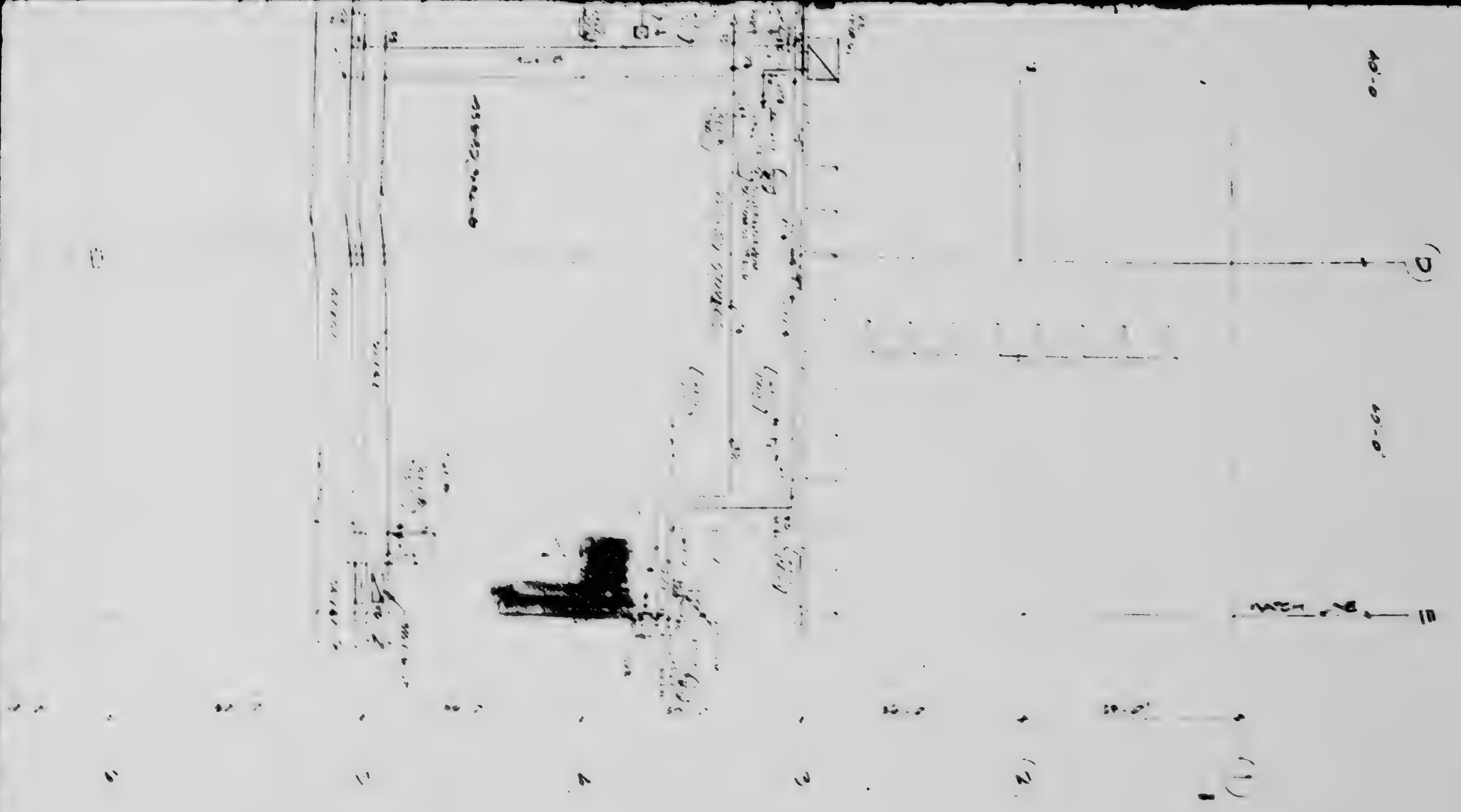
③ 20×18 R.A. DN. CONN. TO TOP OF RETURN FAN SECTION OF AHU-5.

④ 20×18 EXH., FD AT WALL. CONNECT TO EXH. DAMPER SECTION OF AHU-5.

⑤ 14×6 DN TO FLOOR W/VOL. DAMPER IN DROP. (TYP. OF 3)


A
B
C
20'-0"
40'-0"
40'-0
10×6 DN TO FLR (TYP OF 3) W/ VD IN DROP
8×10
240 L2
30×4 UP WITH FIRE DAMPER AT FLR (TYP OF 6)
7
M15
16×16
18×12
10"Ø
30×18
3
6×3
240 C3
12×10
EX
4
8×6
1¼"
HWR
HW
16×12 DN
20×14
14×12
14×10
14×8
2
20×18 UP
20×10
800 H3
20×18
6×3
95 C3
10×10
90 C4
20×14
16×12
760 L2
12×12
340 L2
IP
26×20
AHU
FLR
MPER
6×3
180 C3
10×10
90 C4
6×3
95 C3
OFFICE
8×6
16×12
14×10
30×14 UP W/ FD AT FLR
14×6
360 H3
TYP OF 3
18×8 DN TO FLR W/ VD IN DROP
12×12
340 L2
TOOL ROOM
16×12
840 L2
30×16 UP
18×8
18×14
5
30×4 UP W/ FIRE DAMPER AT FLOOR
36×30
18×8 DN FLOOR W/ VD DAMPER IN DROP
FR
42×18
5300 H1
47×10
1¼"
CH
CHR
HWR
HW
14"Ø
16×16
180 C2
8×6
14×10
12"Ø
20"Ø
16×12
EF 10
11
M15
SUS
BOT
42×18
5300 L1
FD
6×2
95 C1
6×2
95 C1
8×2
180 C1
6×2
180 C1
8×8
6×3
180 C3
12×8
22×22
340 C4
TOOL ROOM
36×18
6×3
95 C3
BOTTOM OF DUCT AT 14'0 ABOVE FLR
20×10
840 H3
ASSIGNED PARK
RI
18


10×6 DN TO FLR (TYP OF 3) W/ V.D. IN DROP
8×10 230 L2
30×4 UP WITH FIRE DAMPER AT FLR (TYP OF 6)
7 M15
F-1
12×16
18×12
12×8
10"Ø
30×18
6-3 240C3
6-3 240C3
3
12×10
EX
4
8×6
1¼"
HWR
HW
16×12 DN
20×14
26×20
7 M15
AHU-5
ON FLR
2
14×12
14×10
20×18 UP
20×10 800H3
IP
14×8
6-9 240C3
12×10
CREW ROOM
6-3 100C3
10×10 90C4
6-2 95C3
OFFICE
8×6
20×18
6-3 95C3
10×10 90C-4
18×12
16×12
14×10
20×14
16×12 760L2
12×12 340L-2
18×8 DN TO FLR W/ V.D. IN DROP
30×4 UP W/ F.D. AT FLOOR
14×6 360H3 TYP OF 3
12×12 340L2
TOOL ROOM
TOOL ROOM
TOOL ROOM
16×12 840L2
18×8
18×14
5
5
1
30×4 UP W/ FIRE DAMPER AT FLOOR
36×30
30×16 UP
FR
FR
18×8 DN TO FLOOR W/ VOL DAMPER IN DROP
16×10 180C2
16×12 R
14×10
8×6
WOMEN
MEN
6-2 95C1
6-2 95C1
6-2 180C1
8×2 160C1
8×8
6-3 180C3
12×8
22×22 320C4
TOOL ROOM
6-3 95C-3
BOTTOM OF DUCT AT 140" ABOVE FLR
20×10 840H3
36×18
20"Ø
16×12
12"Ø
15"Ø
FD
FD
EF 10
11 M15
42×18 5300L1
ASSIGNED PARKING
42×18 5300H1
CH
CHR
HWR
HW
1¼"
1¼"
36×18
36×18
8"Ø
C.O.
FD 4
42×18 5300L1
13 M16
42×18 DN TO 12" OFF FLOOR W/ BIRDSCREEN OVER OPN'G HOLD TIGHT TO WALL W/ VOL DPR IN DROP (TYP OF 3)
36×24 DN TO 12" OFF FLOOR W/ BIRDSCREEN OVER OPNG HOLD TIGHT TO COL W/ VOL DPR IN DROP
13 M16
36×24 5300L1

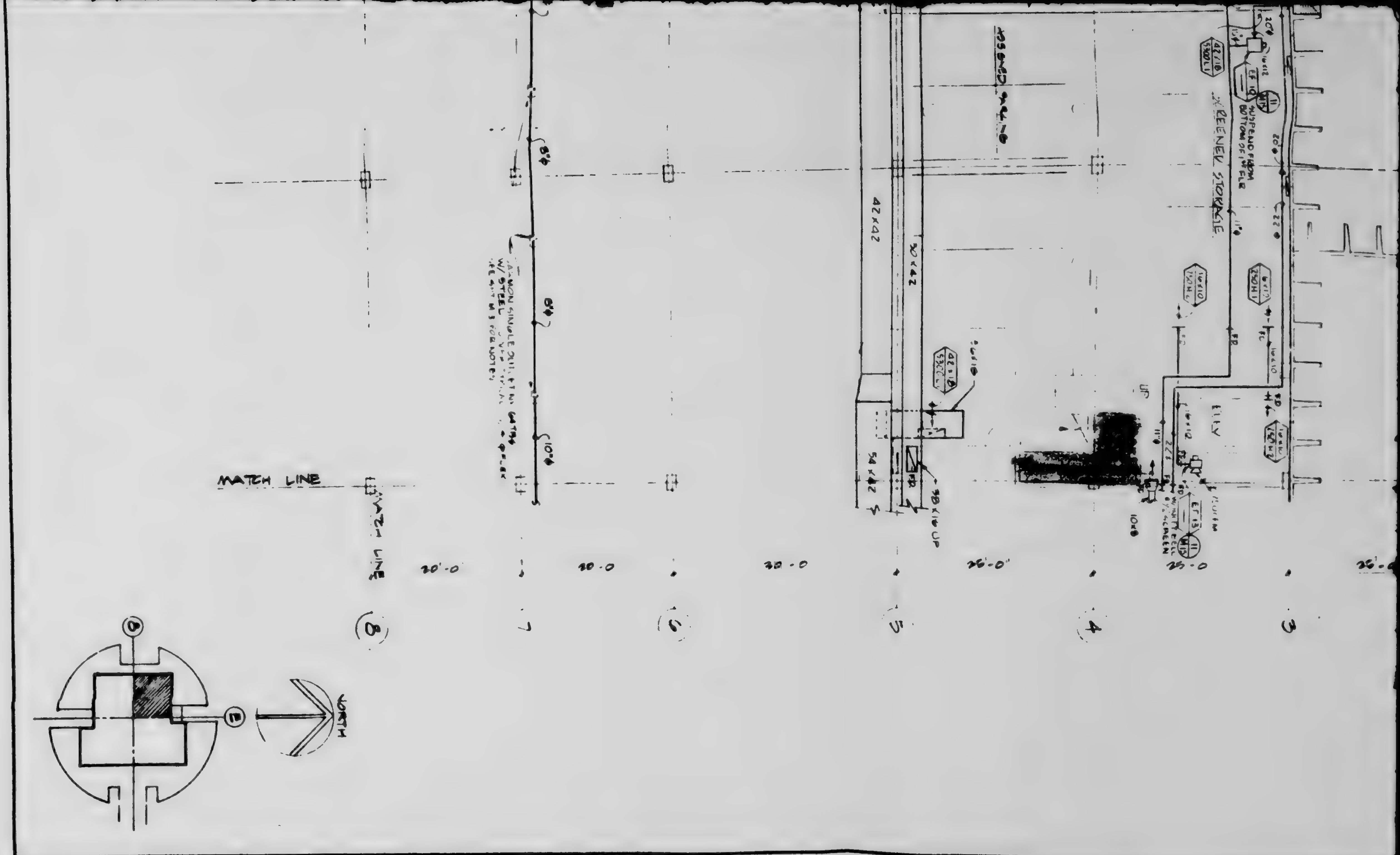

40'-0
(D)
40'-0
MATCH LINE
(1)
(2)
3
4
5
6

PAE

: County
OPERATIONS FACILITY
County, Oregon

ZIMMER GUNSUL FRASCA PARTNERSHIP
ARCHITECTS A.I.A. [illegible] PORTLAND OREGON

APRIL [illegible]


3
4
5
6
7
8
26'-0
26'-0
26'-0
30-0
30-0
30'-0
MATCH LINE
MATCH LINE
SCREENED STORAGE
ASSIGNED PARKING
ELEV
UP
SUSPEND FROM BOTTOM OF 1st FLR
EF 10
EF 13
42x18 5300 L
16x10 750 H
16x12 250 H
16x10 750 H
42x18 5300 L
30x42
42x42
54x42
38x16 UP
56x18
10x8
16x12
16x10
20"φ
22"φ
11"φ
FD
FC
8"φ
8"φ
10"φ
NORTH
B
E

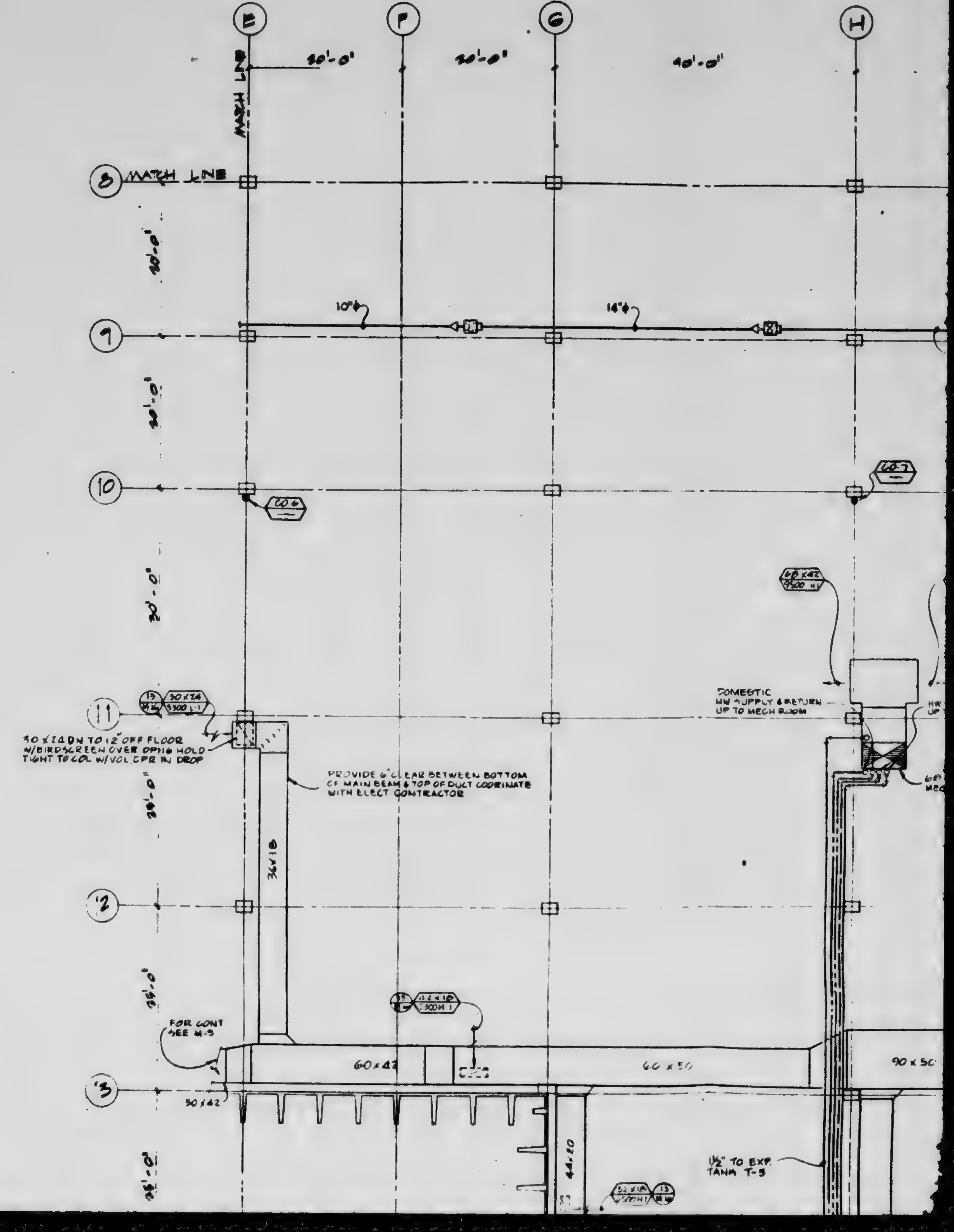
PLAN, BASEMENT (NW)

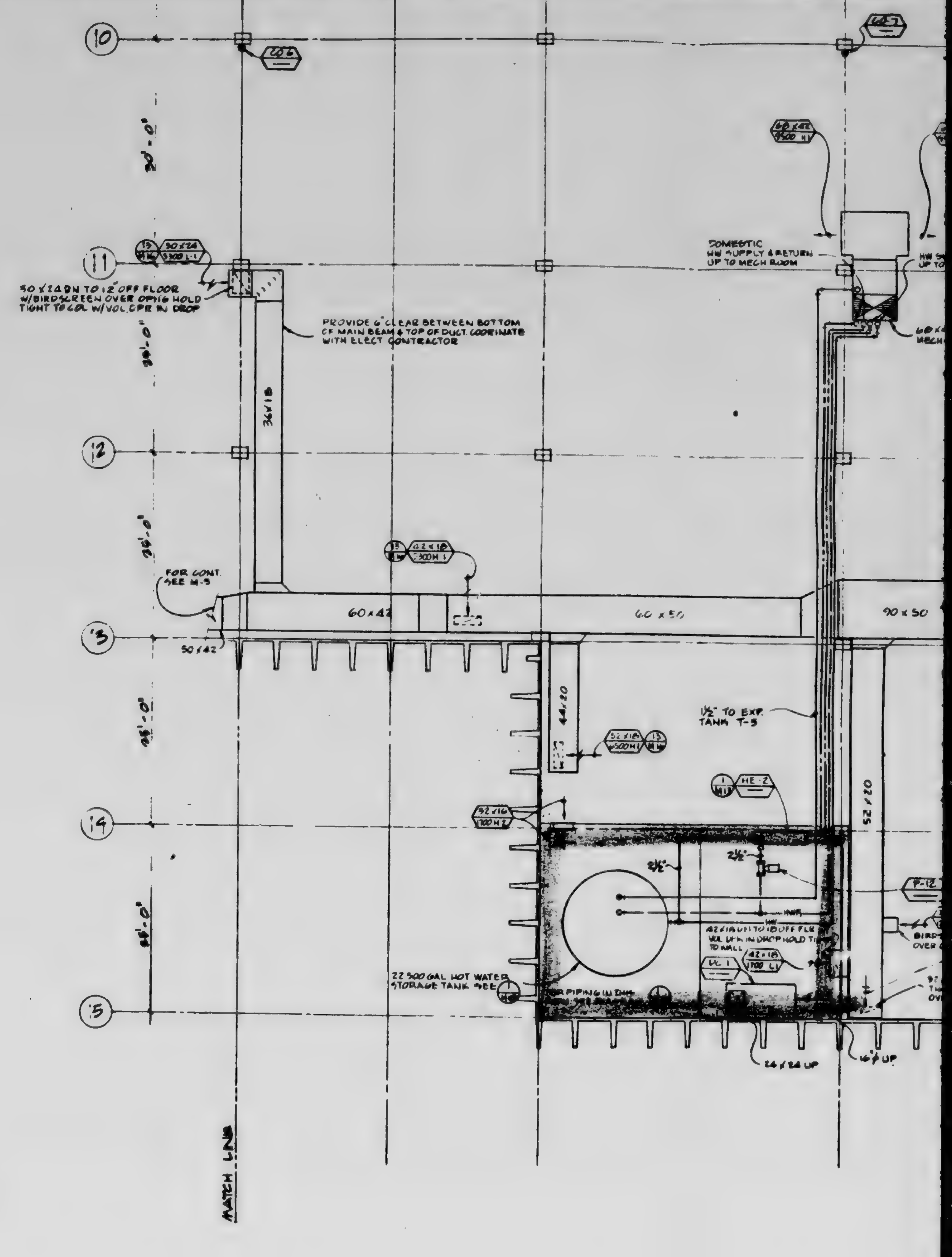
8'= -0'

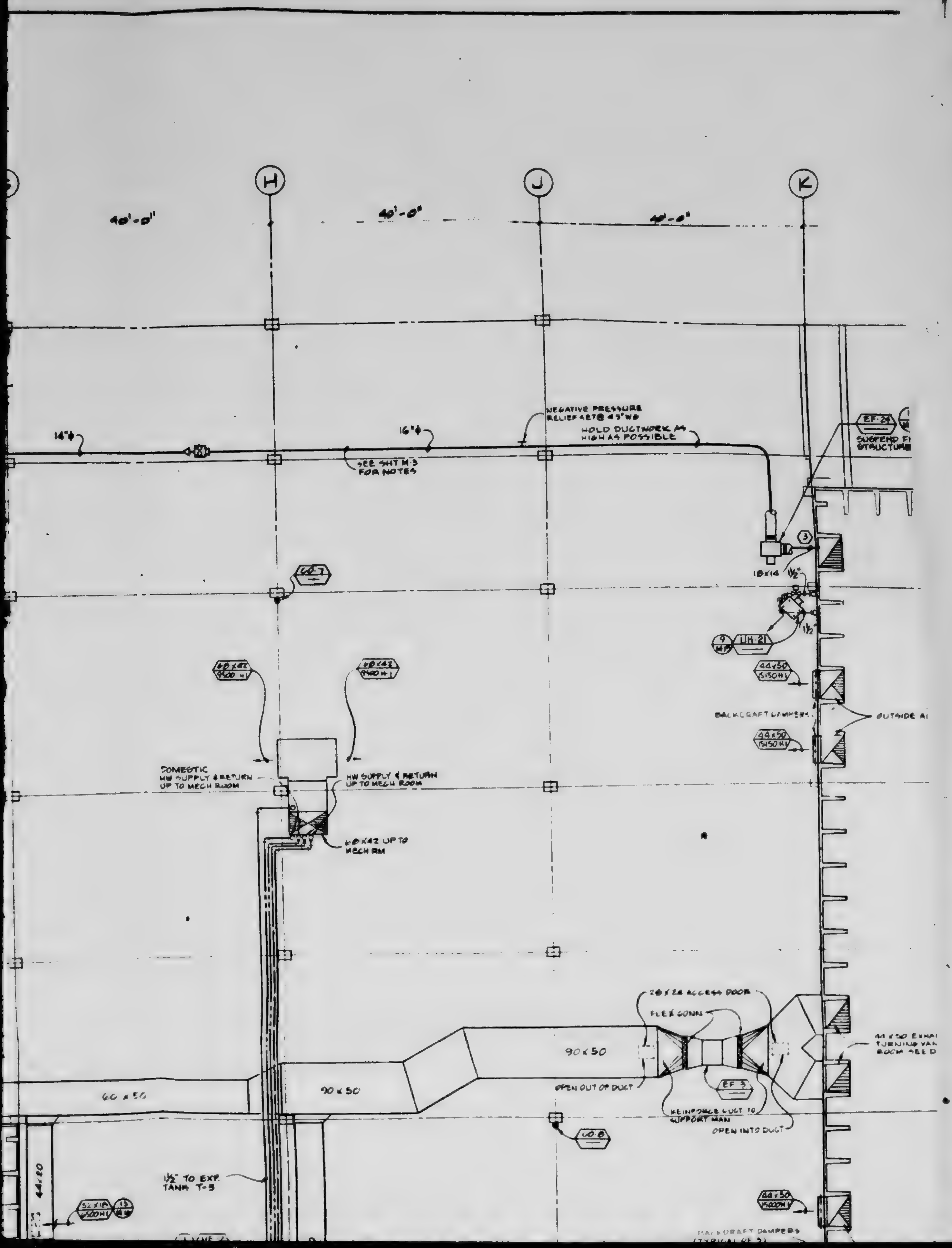
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

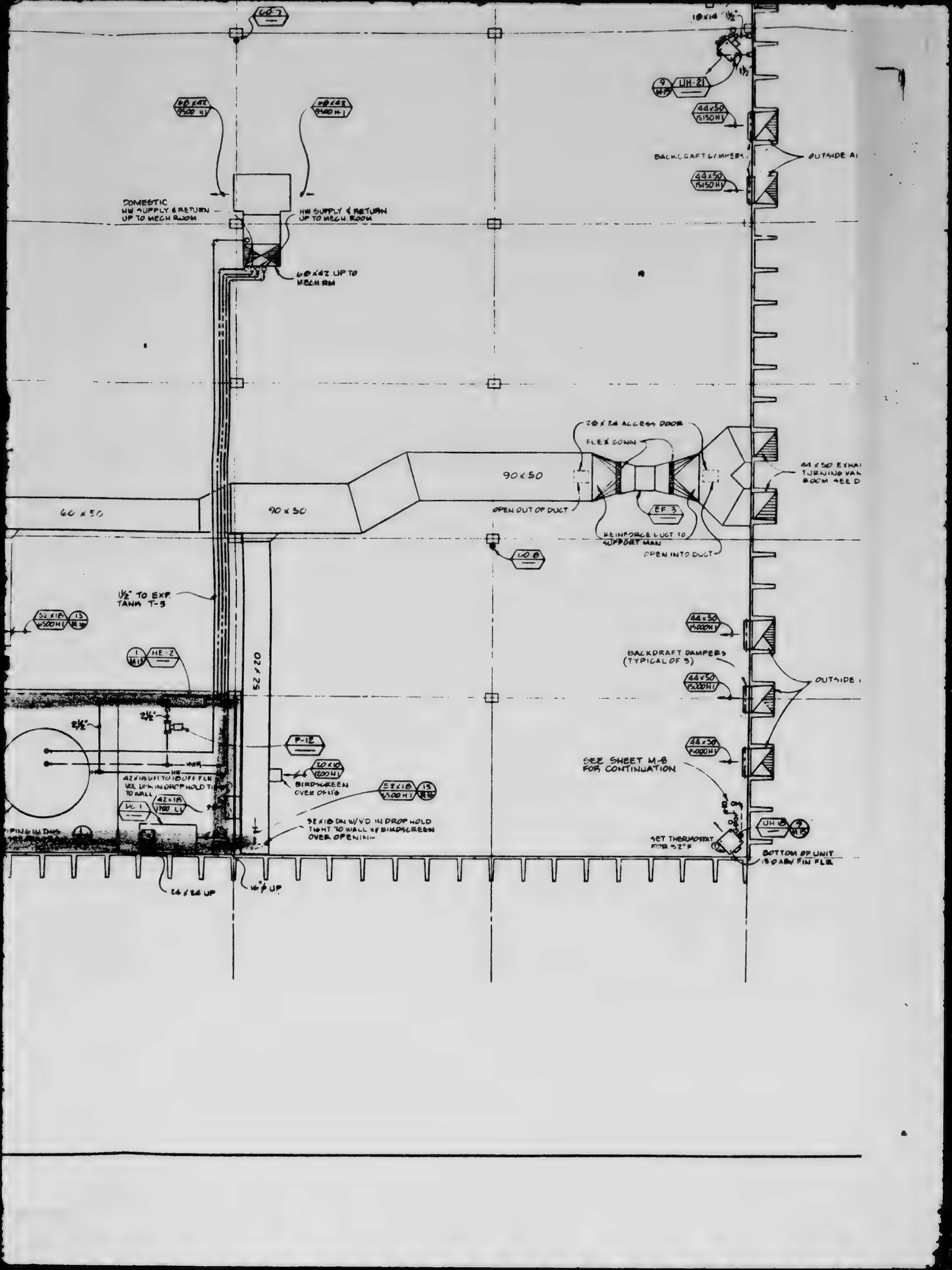
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

M2
of 17 sheets


E
F
G
H
MATCH LINE
30'-0"
30'-0"
40'-0"
8
MATCH LINE
9
10
11
12
13
30'-0"
30'-0"
30'-0"
30'-0"
35'-0"
35'-0"
10"ϕ
14"ϕ
CO-6
CO-7
68 x 42
9500 HI
13
M16
30 x 24
3300 L-1
30 x 24 DN TO 12" OFF FLOOR W/BIRDSCREEN OVER OPNG HOLD TIGHT TO COL W/VOL. CPR IN DROP
PROVIDE 6" CLEAR BETWEEN BOTTOM OF MAIN BEAM & TOP OF DUCT COORINATE WITH ELECT CONTRACTOR
36 x 18
DOMESTIC HW SUPPLY & RETURN UP TO MECH ROOM
HW
UP
60
MEC
42 x 18
5300 H1
FOR CONT SEE M-5
60 x 42
60 x 50
90 x 50
50 x 42
44 x 20
1½" TO EXP. TANK T-5
52 x 18
4500 H1
13
M16

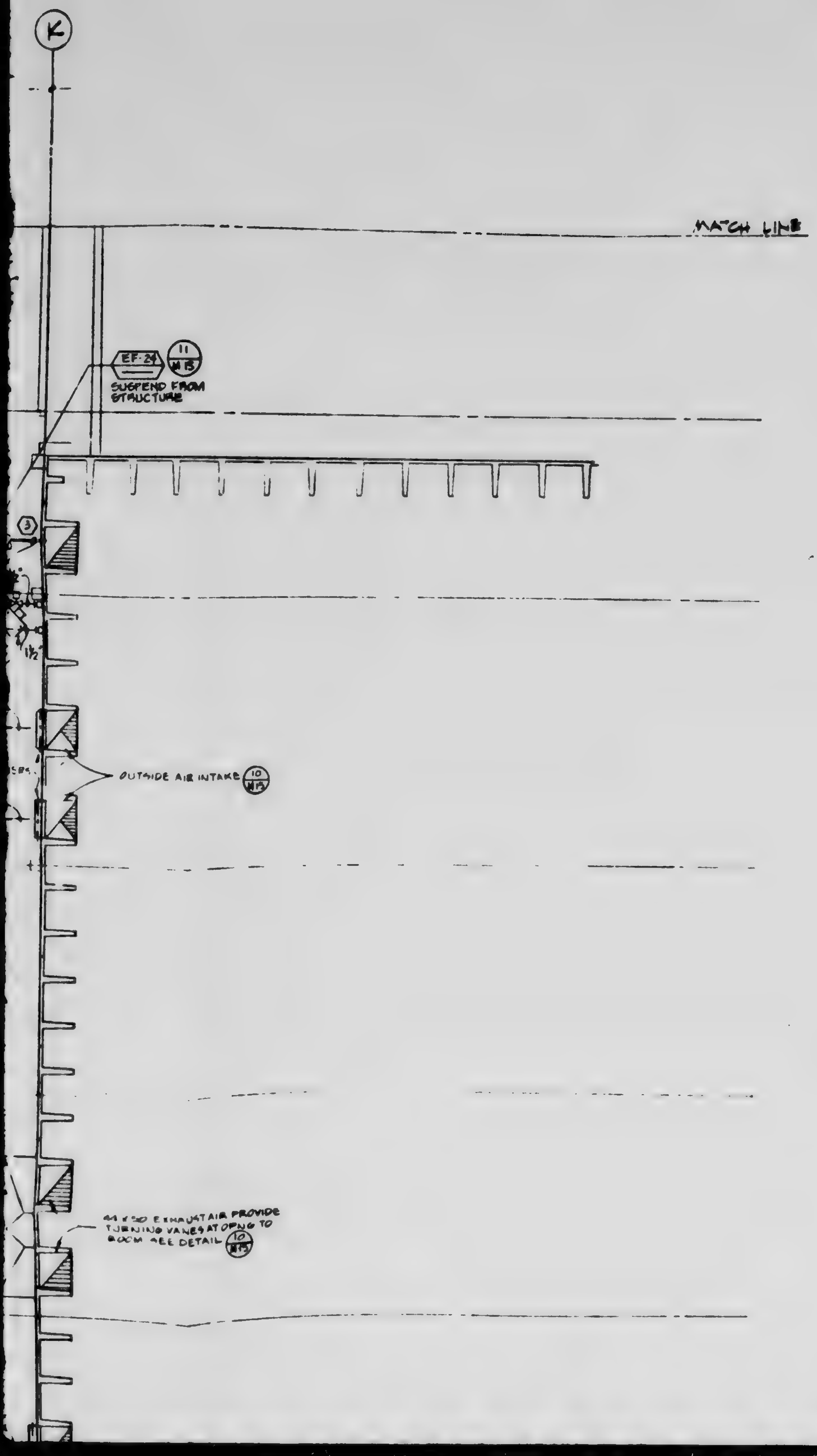
10
11
12
13
14
15
CO6
CO7
20'-0"
30'-0"
25'-0"
25'-0"
25'-0"
90 X 24
3300 L-1
30 X 24 DN TO 12" OFF FLOOR W/BIRDSCREEN OVER OPNG HOLD TIGHT TO COL W/VOL. DPR IN DROP
PROVIDE 6" CLEAR BETWEEN BOTTOM OF MAIN BEAM & TOP OF DUCT. COORDINATE WITH ELECT CONTRACTOR
36 X 18
60 X 42
9400 H1
DOMESTIC HW SUPPLY & RETURN UP TO MECH ROOM
HW S
UP TO
60 X
MECH
42 X 18
3300 H1
FOR CONT. SEE M-5
60 X 42
60 X 50
90 X 50
50 X 42
44 X 20
52 X 18
4500 H1
1½" TO EXP. TANK T-5
1
M13
HE-2
52 X 20
32 X 16
1700 H2
2½"
2½"
HWR
HW
P-12
42 X 18 DN TO 18" OFF FLR VOL DPR IN DROP HOLD TIGHT TO WALL
42 X 18
1700 L1
VC 1
22 500 GAL HOT WATER STORAGE TANK SEE
PIPING IN THIS
BIRD
OVER
24 X 24 UP
16"ϕ UP
MATCH LINE


H
J
K
40'-0"
40'-0"
40'-0"
14"ϕ
16"ϕ
NEGATIVE PRESSURE RELIEF SET@ .45"WG
HOLD DUCTWORK AS HIGH AS POSSIBLE
SEE SHT M-3 FOR NOTES
EF-24
SUSPEND FI
STRUCTURE
3
18x14
1½"
1½"
9
UH-21
60-7
60x42 9400 H
60x42 9400 H
DOMESTIC HW SUPPLY & RETURN UP TO MECH ROOM
HW SUPPLY & RETURN UP TO MECH ROOM
60x42 UP TO MECH RM
44x50 15150 H
BACKDRAFT DAMPERS
OUTSIDE AI
44x50 15150 H
20 x 24 ACCESS DOOR
FLEX CONN
90 x 50
OPEN OUT OF DUCT
EF 3
REINFORCE DUCT TO SUPPORT MAN
OPEN INTO DUCT
44 x 50 EXHA
TURNING VAN
ROOM SEE D
60 x 50
90 x 50
60-8
1½" TO EXP. TANK T-5
44x20
52x16 4500 H
13
44x50 15000 H
BACKDRAFT DAMPERS (TYPICAL OF 3)
VHF-2



60 7
60 x 42
9500 H1
60 x 42
9400 H1
DOMESTIC
HW SUPPLY & RETURN
UP TO MECH ROOM
HW SUPPLY & RETURN
UP TO MECH. ROOM
60 x 42 UP TO
MECH RM
10 x 14
1½"
1½"
9
M7
UH-21
44 x 50
15150 H1
BACKDRAFT DAMPERS
OUTSIDE AI
44 x 50
15150 H1
20 x 24 ACCESS DOOR
FLEX CONN
90 x 50
90 x 50
60 x 50
OPEN OUT OF DUCT
EF 3
REINFORCE DUCT TO
SUPPORT MAN
OPEN INTO DUCT
60 8
44 x 50 EXHAI
TURNING VAN
ROOM SEE D
1½" TO EXP.
TANK T-5
52 x 18
4500 H1
13
M14
1
M13
HE-2
52 x 20
2½"
2½"
HWR
HW
42 x 18 UH TO 10 OFF FLR
VOL DPR IN DROP HOLD TIGHT
TO WALL
42 x 18
1700 L1
VC 1
P-12
20 x 10
1200 H1
BIRDSCREEN
OVER OPN'G
52 x 18
4500 H1
13
M14
52 x 18 DN W/VD IN DROP HOLD
TIGHT TO WALL W/ BIRDSCREEN
OVER OPENING
PIPING IN THIS
24 x 24 UP
16"φ UP
44 x 50
15000 H1
BACKDRAFT DAMPERS
(TYPICAL OF 3)
44 x 50
15000 H1
OUTSIDE
44 x 50
15000 H1
SEE SHEET M-8
FOR CONTINUATION
UH 16
9
M7
SET THERMOSTAT
FOR 52°F
BOTTOM OF UNIT
15'0 ABV FIN FLR

-NOTES
① ALL VERTICAL SHAFTS IN BERMS BY OTHERS
② ALL OSA LOUVERS SUPPLIED & INSTALLED BY OTHERS MECH TO MAKE CONNECTIONS.
③ BLANK OFF UNUSED PORTION OF OPENING IN WALL W/SHT MTL



K
MATCH LINE
EF-24
11
M15
SUSPEND FROM STRUCTURE
3
1½
OUTSIDE AIR INTAKE
10
M15
44 x 50 EXHAUST AIR PROVIDE TURNING VANES AT OPNG TO ROOM SEE DETAIL
10
M15

pae

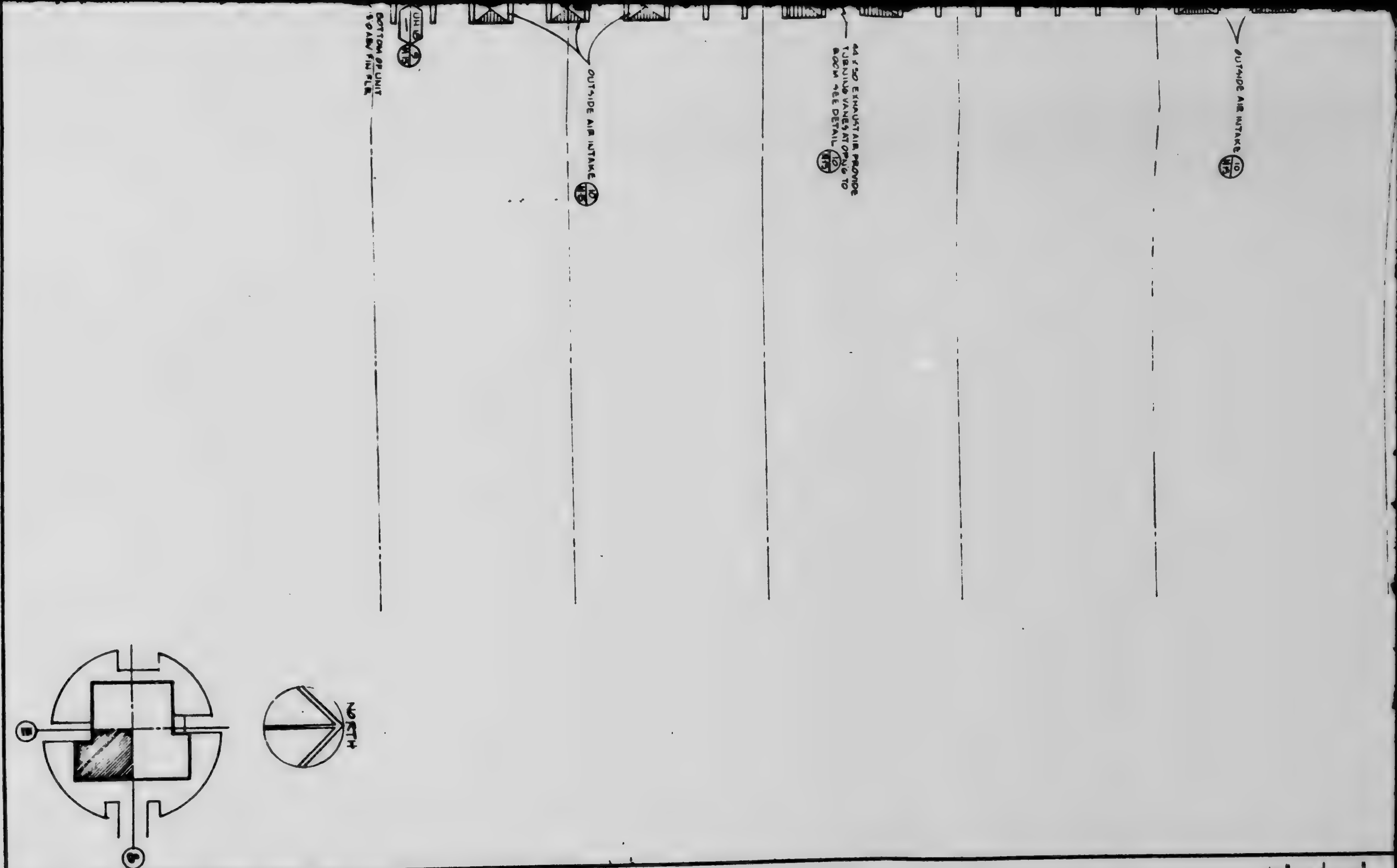
DATE

JOB NO 9017-05

1/8" = 1'-0"

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

Y
TIONS FACILITY


OUTSIDE AIR INTAKE
10
M15
44 x 50 EXHAUST AIR PROVIDE TURNING VANES AT OPNG TO ROOM SEE DETAIL
10
M15
OUTSIDE AIR INTAKE
10
M15
UH 6
9
M15
BOTTOM OF UNIT 9'0" ABV FIN FLR
NORTH
B
E

PLAN, BASEMENT (SE)

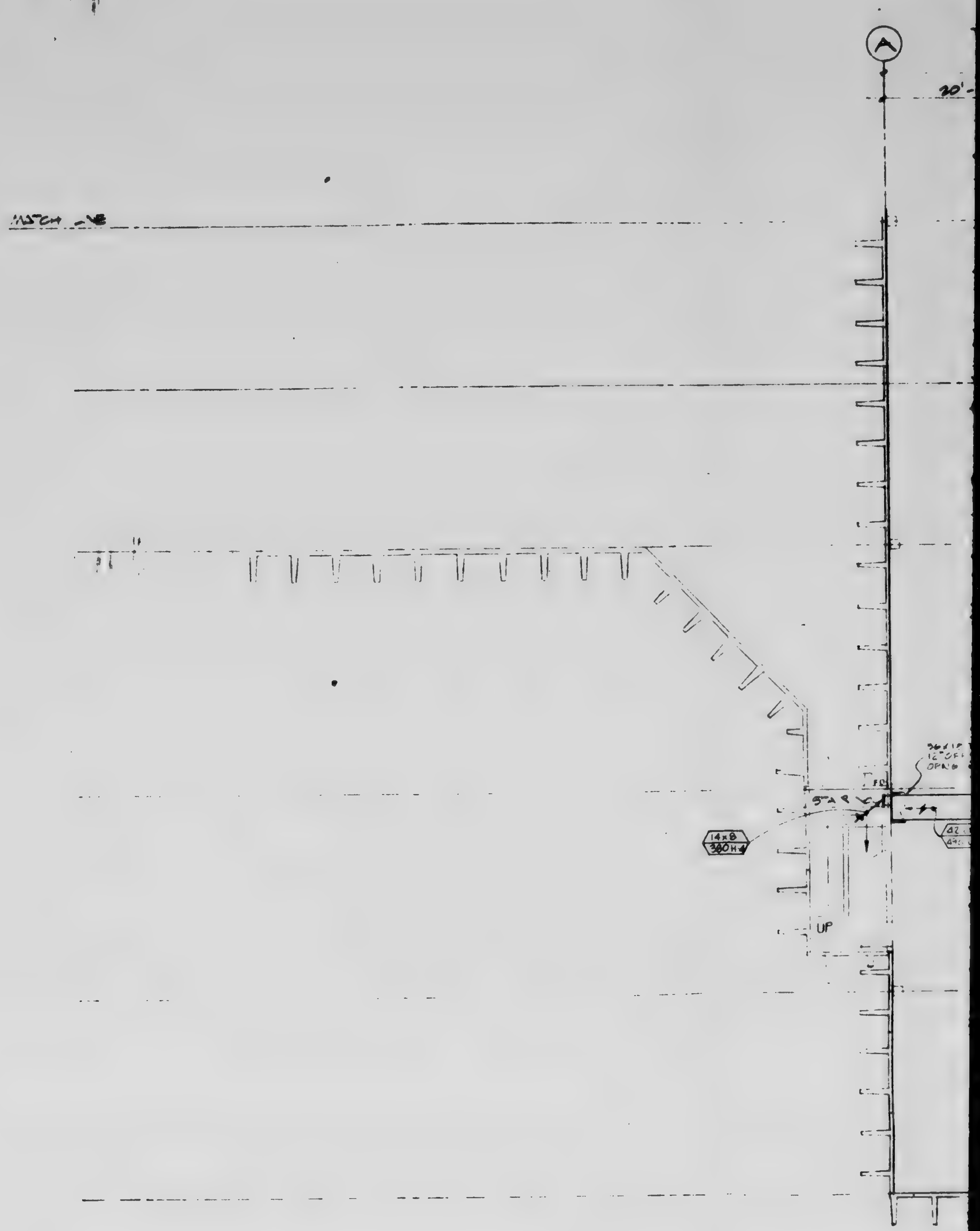
1/8" = 1'-0"

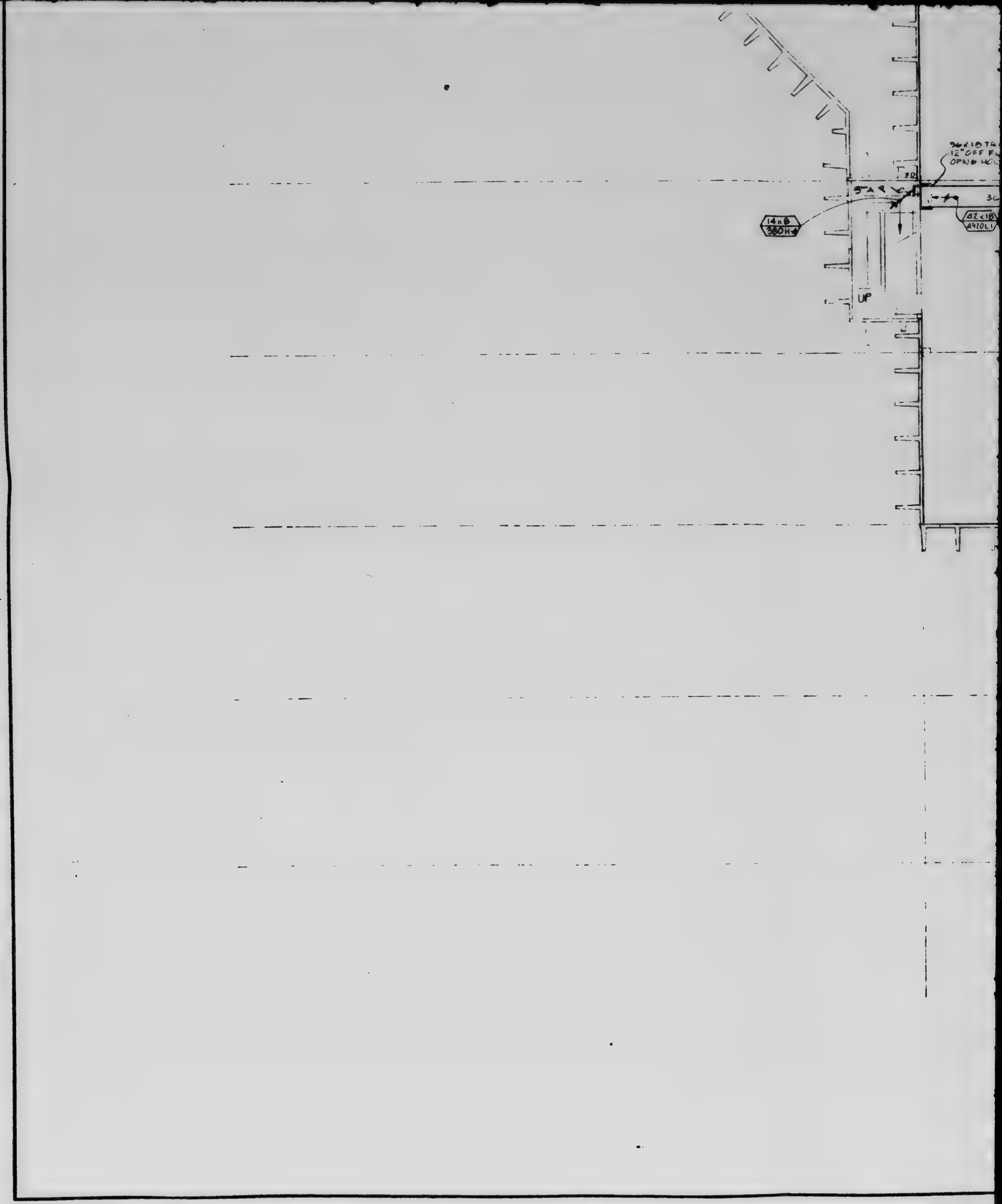
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

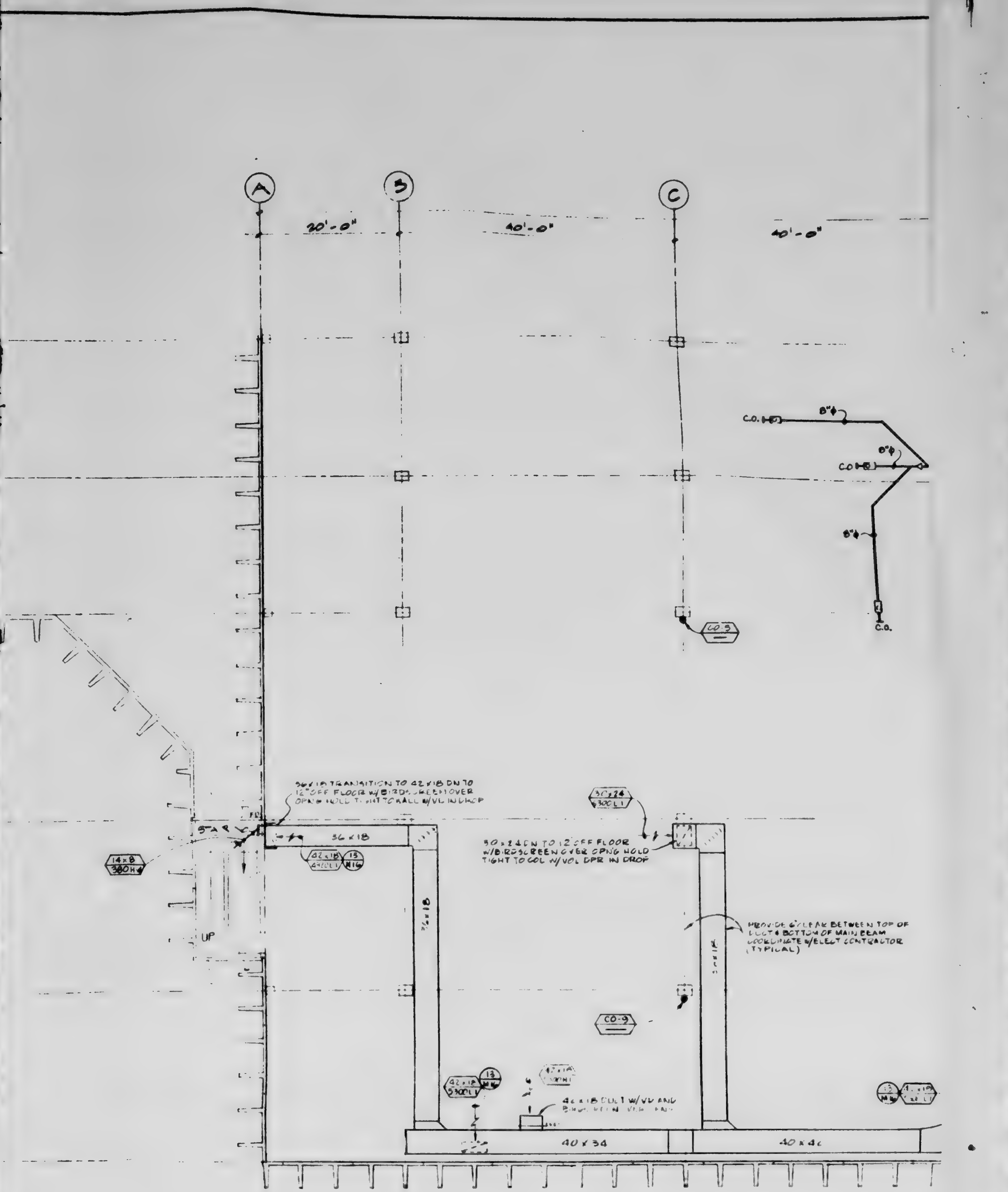
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 S.W. OAK PORTLAND, OREGON 97204

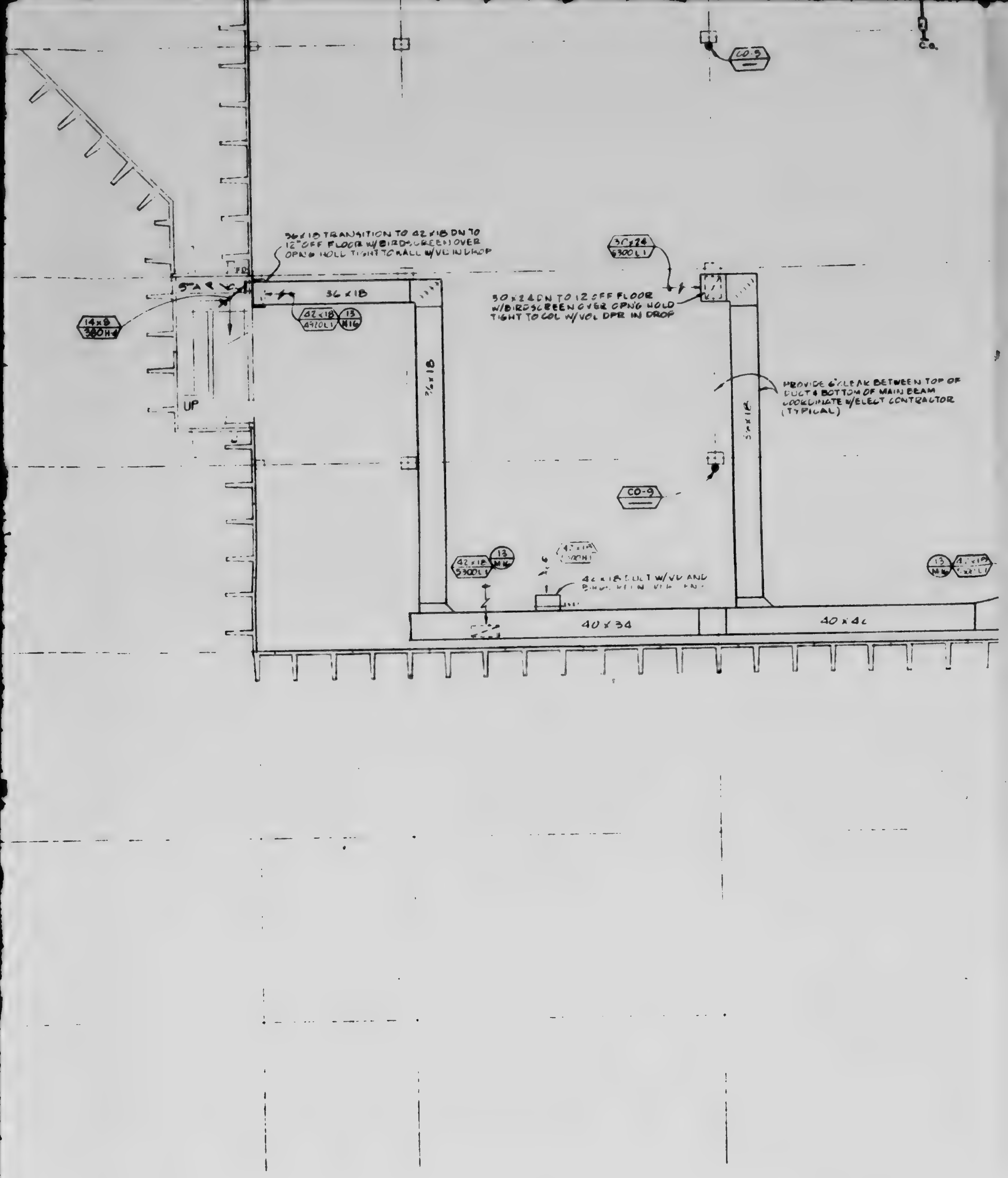
DONALD M. KARAMAN

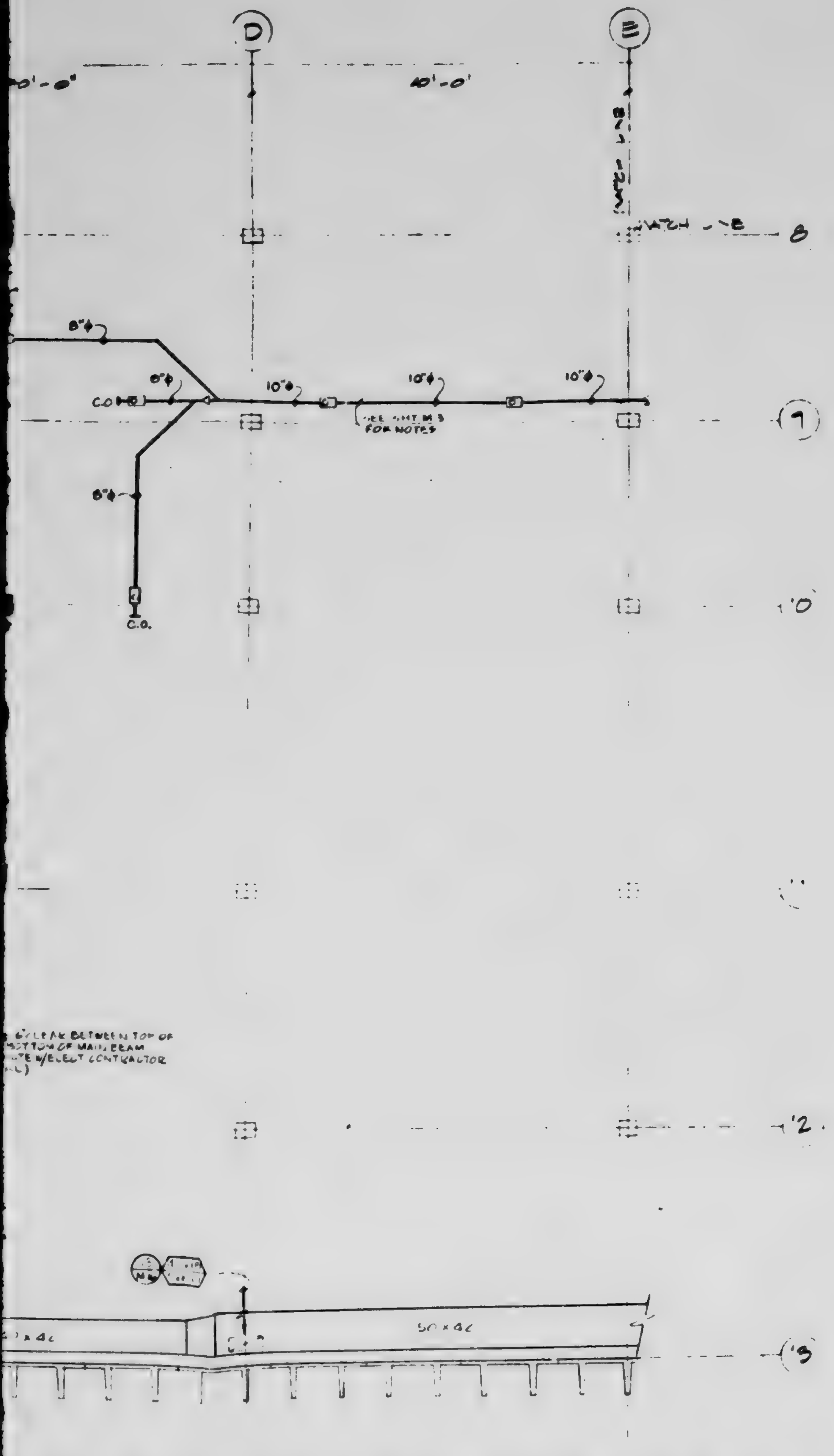
M4
of 17 sheets


A
20'-
MATCH LINE
FD
STAIR
14x8
380H
UP
12" OFF
OPNG
42


36x18 TE
12" OFF F
OPNG HOL
FD
14x8
380H
42x18
4920L1
3
UP


A
B
C
30'-0"
40'-0"
40'-0"
C.O.
8"φ
C.O.
8"φ
8"φ
C.O.
CO-9
36x18 TRANSITION TO 42x18 DN TO 12" OFF FLOOR W/BIRDSCREEN OVER OPNG HOLD TIGHT TO WALL W/VL IN DROP
36x18
42x18
4200 L1
13
M16
14x8
380H
5"x8"
UP
36x18
30x24
5300 L1
30x24 DN TO 12" OFF FLOOR W/BIRDSCREEN OVER OPNG HOLD TIGHT TO COL W/VOL DPR IN DROP
PROVIDE 6" CLEAR BETWEEN TOP OF DUCT & BOTTOM OF MAIN BEAM COORDINATE W/ELECT CONTRACTOR (TYPICAL)
CO-9
42x18
5300 L1
13
MK
40x34
40x4c
13
MK


CO-9
C.O.
36x18 TRANSITION TO 42x18 DN TO 12" OFF FLOOR W/BIRDSCREEN OVER OPN'G HOLD TIGHT TO WALL W/VD IN DROP
FD
14x8
380H
36x18
42x18
4920LI
13
M16
UP
36x18
30x24
5300LI
30x24 DN TO 12 OFF FLOOR W/BIRDSCREEN OVER OPN'G HOLD TIGHT TO COL W/VOL DPR IN DROP
PROVIDE 6" CLEAR BETWEEN TOP OF DUCT & BOTTOM OF MAIN BEAM COORDINATE W/ELECT CONTRACTOR (TYPICAL)
36x18
CO-9
42x18
5300LI
13
M16
42x18
42x18 DUCT W/VD AND
40x34
40x46
13
M16


D
E
0'-0"
40'-0'
MATCH LINE
MATCH LINE
8
8"φ
8"φ
10"φ
10"φ
10"φ
CO
SEE SHT M-3 FOR NOTES
7
8"φ
C.O.
10
11
6" CLEAR BETWEEN TOP OF
OTTOM OF MAIN BEAM
TE W/ELECT CONTRACTOR
L)
12
50×42
50×42
13

PAE

DATE APRIL 29, 1980

JOB NO 7017-05

1/8" = 1'-0"

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

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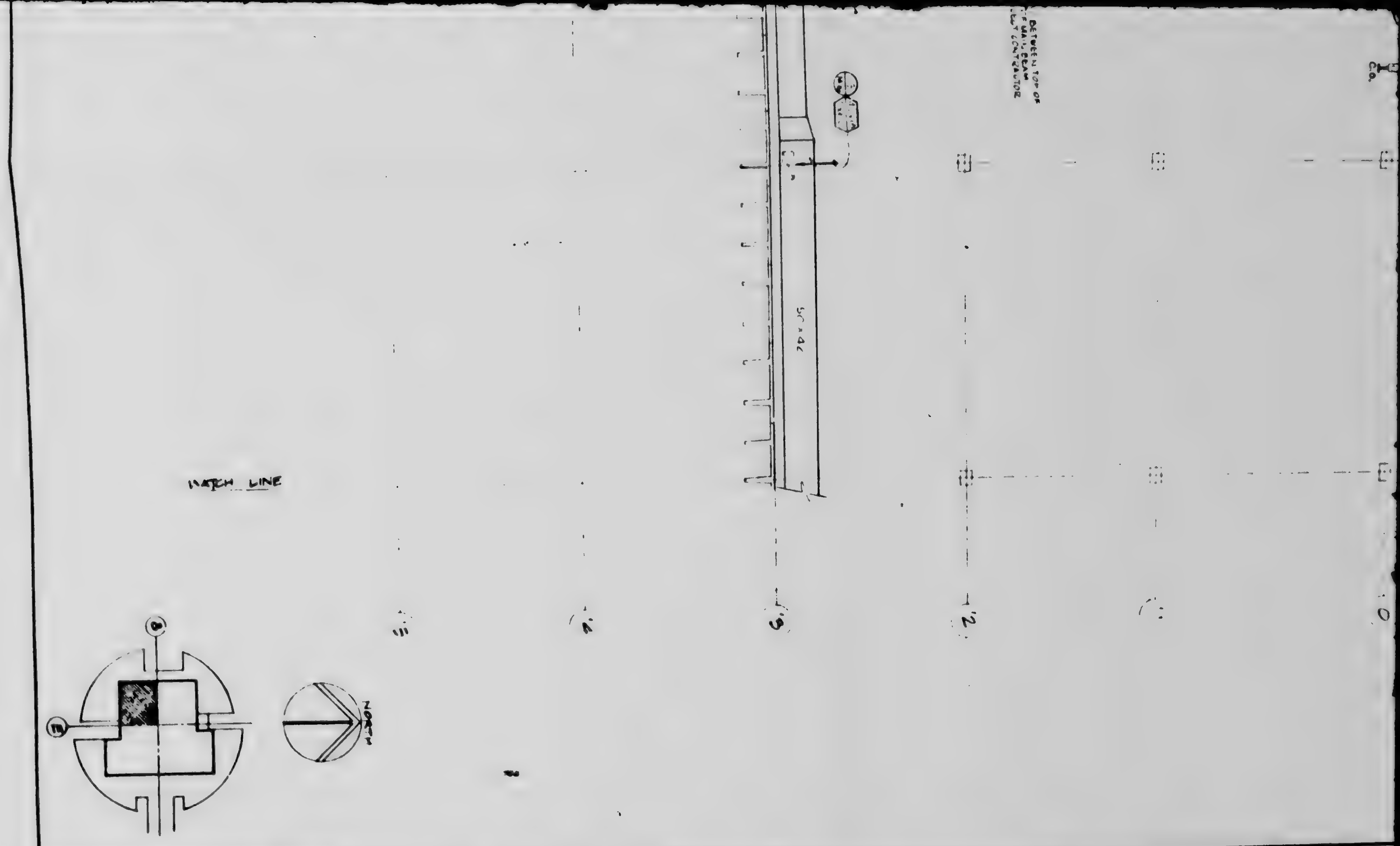

BETWEEN TOP OF
OF MAIN BEAM
CONTRACTOR
C.O.
SCALE
MATCH LINE
NORTH
2
3
4
5
8
E

PLAN, BASEMENT (SW)

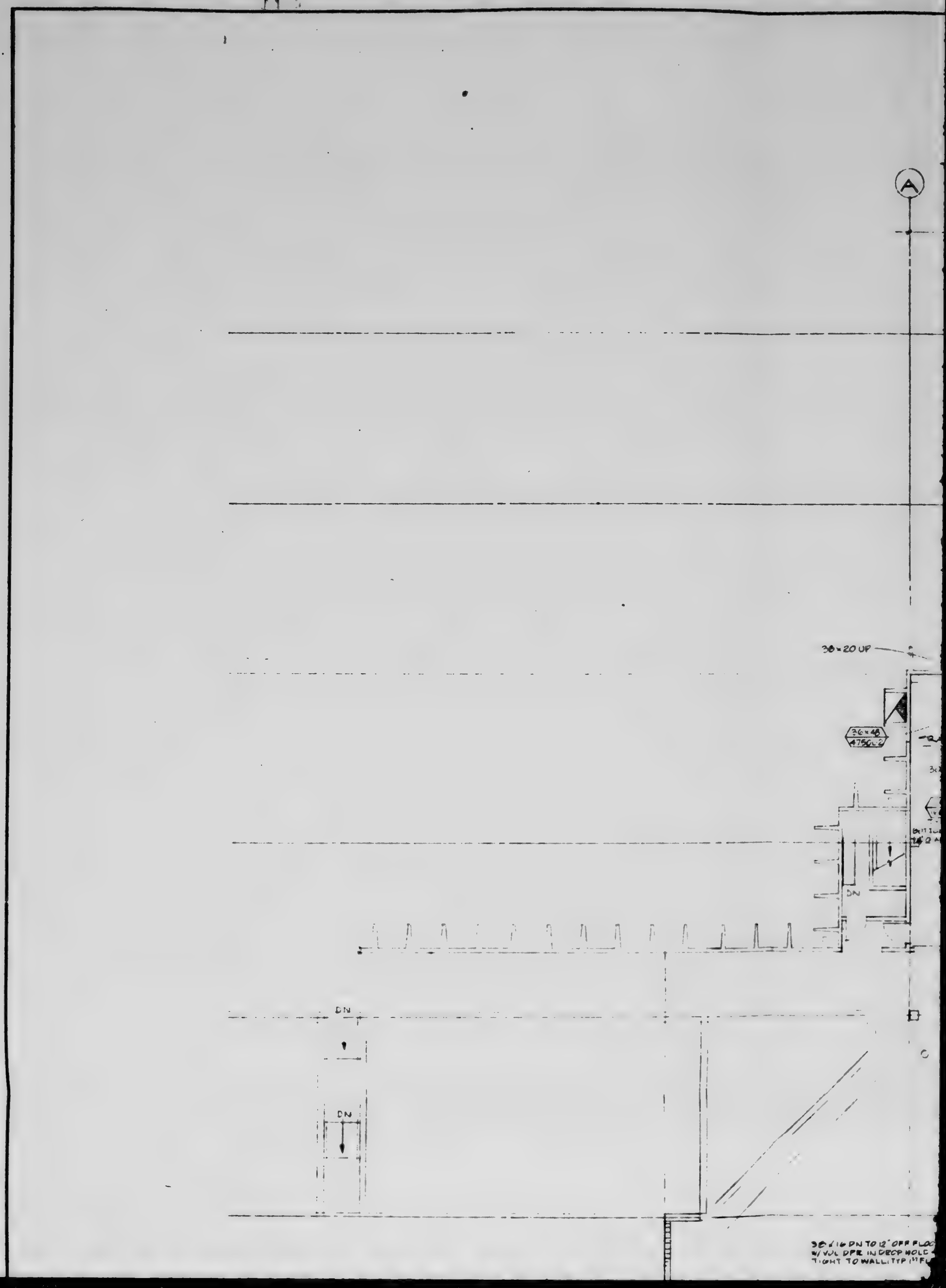
1/8" = 1'-0"

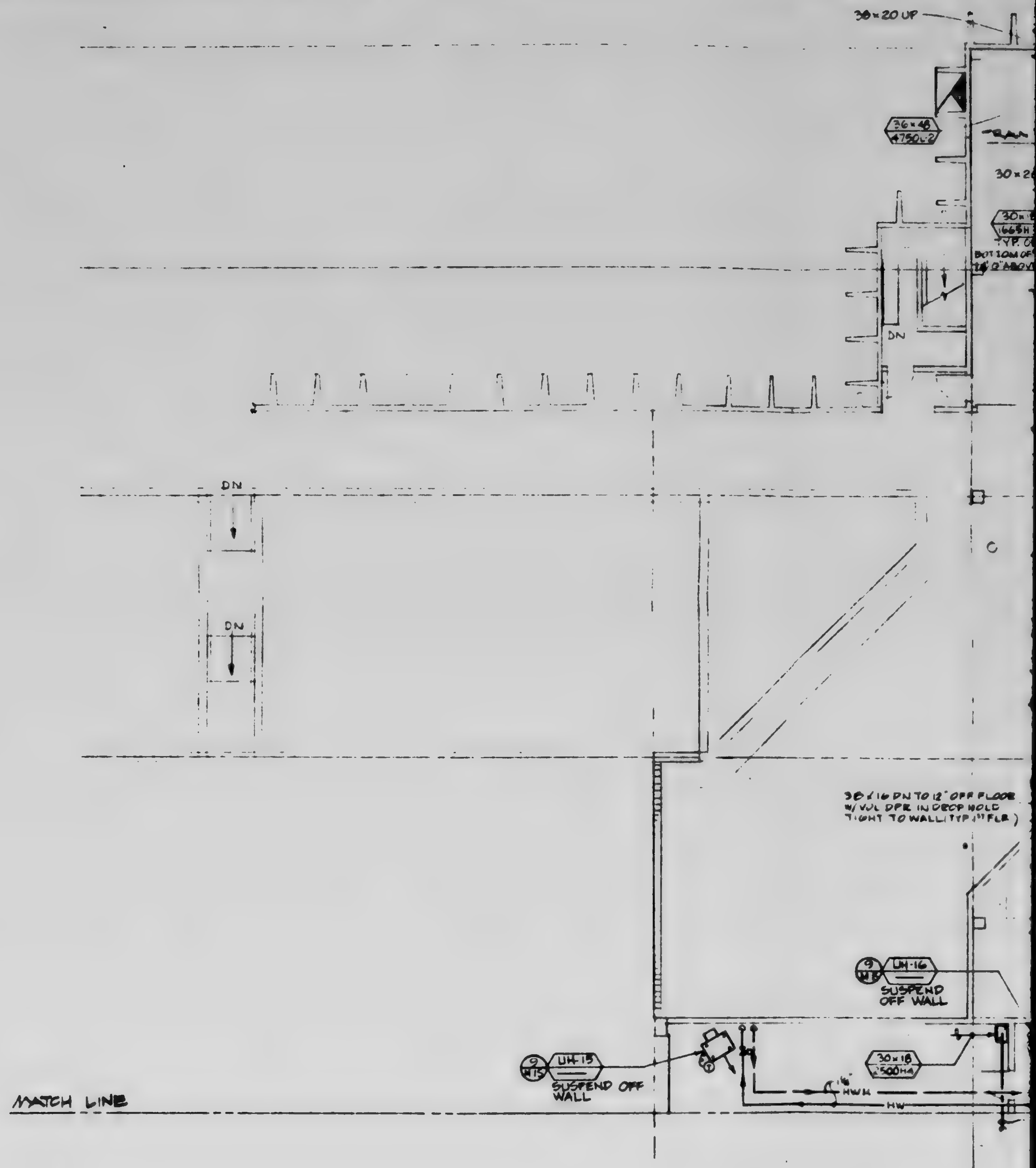
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 S.W. OAK PORTLAND, OREGON 97204

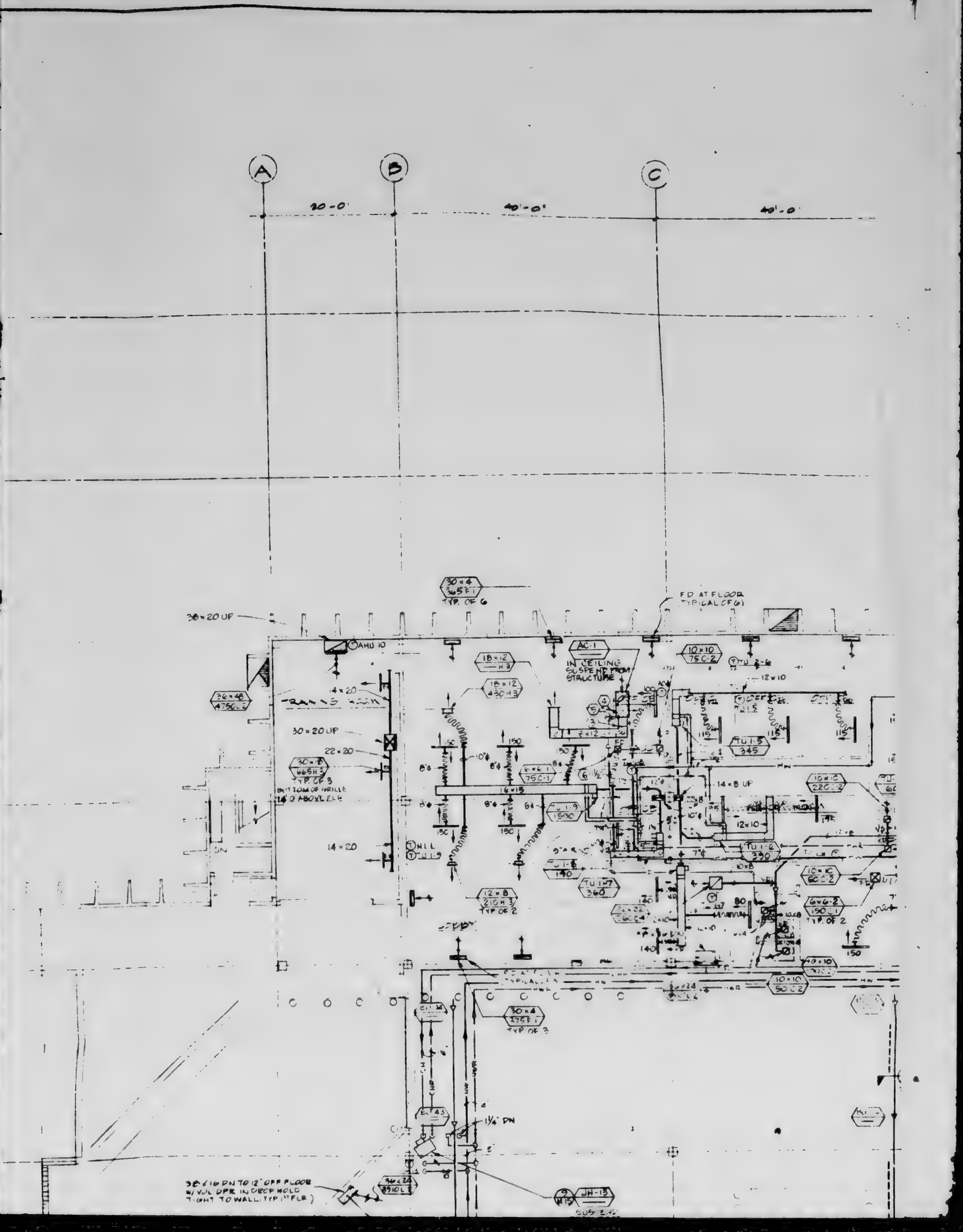
M5

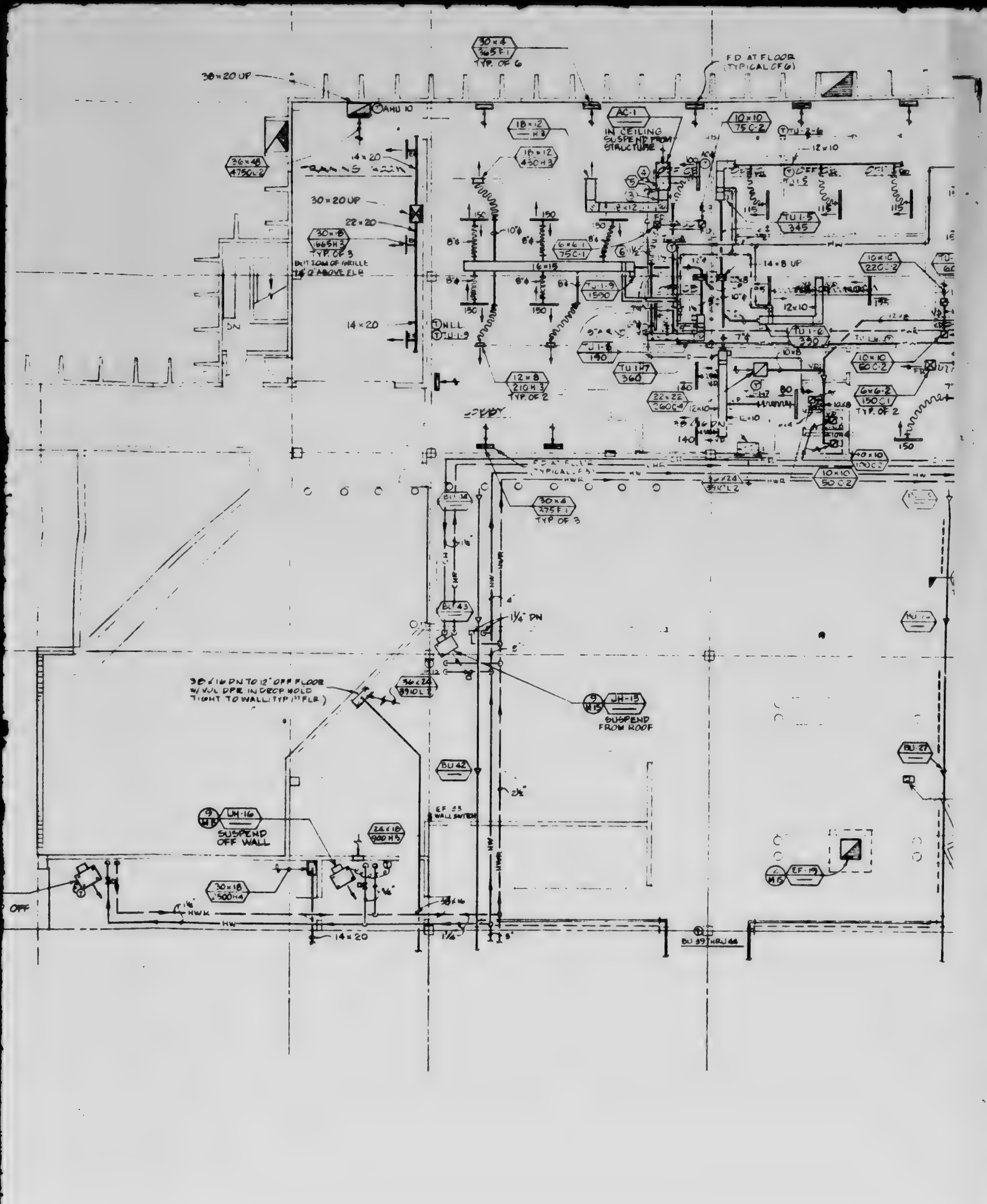
of 17 sheets

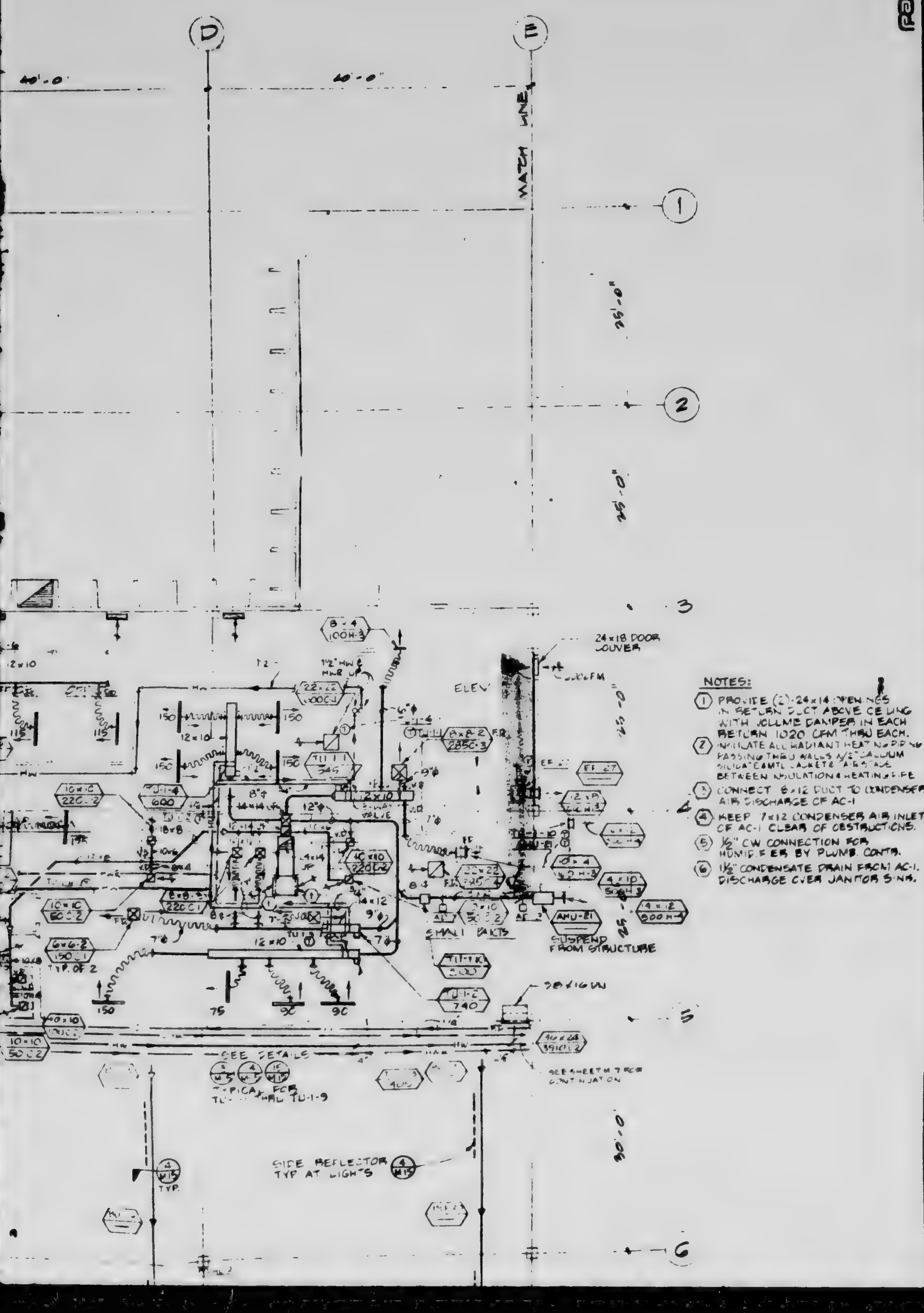

A
36×20 UP
36×48
A750L-2
DN
DN
DN
36×16 DN TO 12" OFF FLOO
W/ VOL DPR IN DROP HOLD
TIGHT TO WALL TYP 1ST F



38×20 UP
36×48
4750L-2
30×2
30×1
1665H
TYP. C
BOTTOM OF
14'0" ABOV
DN
DN
DN
C
38×16 DN TO 12" OFF FLOOR W/ VOL DPR IN DROP HOLD TIGHT TO WALL (TYP 1ST FLR)
9
M15
UH-16
SUSPEND OFF WALL
9
M15
UH-15
SUSPEND OFF WALL
30×18
500HA
1½"
HWR
HW
MATCH LINE


A
B
C
20'-0"
40'-0"
40'-0"
30×4
365F1
TYP. OF 6
FD AT FLOOR
TYPICAL OF 6
30×20 UP
AHU 10
AC-1
IN CEILING
SUSPEND FROM
STRUCTURE
10×10
75C-2
TU 2-6
12×10
18×12
H3
18×12
430H3
36×48
4750C2
TRAINING ROOM
14×20
30×20 UP
22×20
30×18
665H3
TYP. OF 3
BOTTOM OF GRILLE
14'-0" ABOVE FLR
14×20
DN
TU 1-1
TU 1-9
150
10"⌀
8"⌀
6×6-1
75C-1
16×15
TU 1-9
150
12×8
210H3
TYP OF 2
TU 1-8
190
TU 1-7
360
TU 1-5
345
115
115
115
14×8 UP
12×10
10×10
220C-2
TU 1-6
330
10×8
10×10
60C-2
6×6-2
150C-1
TYP. OF 2
150
140
140
80
10×10
50C2
30×4
275F1
TYP OF 3
EU 43
1¼" DN
36×16 DN TO 12" OFF FLOOR
W/ VOL DPR IN DROP HOLE
TIGHT TO WALL (TYP 1ST FLR)
36×24
3910L1
JH-13
SUSPEND
HW


30×4
365F1
TYP. OF 6
38×20 UP
FD AT FLOOR
(TYPICAL OF 6)
AHU 10
AC-1
IN CEILING
SUSPEND FROM
STRUCTURE
18×12
H3
10×10
75C-2
TU-2-6
12×10
36×48
4750-2
14×20
18×12
430H3
30×20 UP
22×20
30×18
1665H3
TYP. OF 3
BOTTOM OF GRILLE
14'0" ABOVE FLR
TU1-5
345
6×6
75C-1
16×15
14×8 UP
10×16
220C-2
TU1-9
1550
12×10
DN
14×20
NLL
TU-1-9
TU1-8
140
TU1-6
350
10×8
TU1-7
360
10×10
60C-2
12×8
210H3
TYP. OF 2
22×22
260C-4
6×6-2
150C1
TYP. OF 2
140
150
12×10
10×10
100C2
FD AT FLOOR
(TYPICAL OF 3)
HWR
HW
30×24
391L2
10×10
50C-2
BU 44
30×4
275F1
TYP OF 3
BU 43
1¼" DN
38×16 DN TO 12" OFF FLOOR
W/ VOL DPR IN DROP HOLD
TIGHT TO WALL (TYP 1ST FLR)
36×24
3910L2
UH-15
SUSPEND
FROM ROOF
BU 42
BU 27
EF 33
WALL SWITCH
UH-16
SUSPEND
OFF WALL
24×18
900H3
30×18
1500H4
EF-19
OFF
HWR
HW
38×16
14×20
1¼
BU 39
HRU 44


D
E
1
2
3
4
5
6
40'-0"
40'-0"
MATCH LINE
25'-0"
25'-0"
25'-0"
25'-0"
30'-0"
24×18 DOOR LOUVER
ELEV
3-WAY VALVE
1½" HW HWR UP
SMALL PARTS
AHU-B1
SUSPEND FROM STRUCTURE
EF 27
SEE DETAILS
TYPICAL FOR TU-1-1 THRU TU-1-9
SEE SHEET M- FOR CONTINUATION
SIDE REFLECTOR TYP AT LIGHTS
TYP.
TYP. OF 2
12×10
150
115
75
90

NOTES:

① PROVIDE (2)-24×14 OPENINGS IN RETURN DUCT ABOVE CEILING WITH VOLUME DAMPER IN EACH RETURN 1020 CFM THRU EACH.

② INSULATE ALL RADIANT HEATING PIPING PASSING THRU WALLS W/2" CALCIUM SILICATE & MTL JACKETS. AIR SPACE BETWEEN INSULATION & HEATING PIPE.

③ CONNECT 8×12 DUCT TO CONDENSER AIR DISCHARGE OF AC-1

④ KEEP 7×12 CONDENSER AIR INLET OF AC-1 CLEAR OF OBSTRUCTIONS.

⑤ ½" CW CONNECTION FOR HUMIDIFIER BY PLUMB. CONTR.

⑥ 1½" CONDENSATE DRAIN FROM AC-1. DISCHARGE OVER JANITOR SINK.

PAE Peterson Associated Engineers, Inc.

DATE APRIL 28, 1980

JOB NO 9017-05

1/8" = 1'-0"

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

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ATIONS FACILITY
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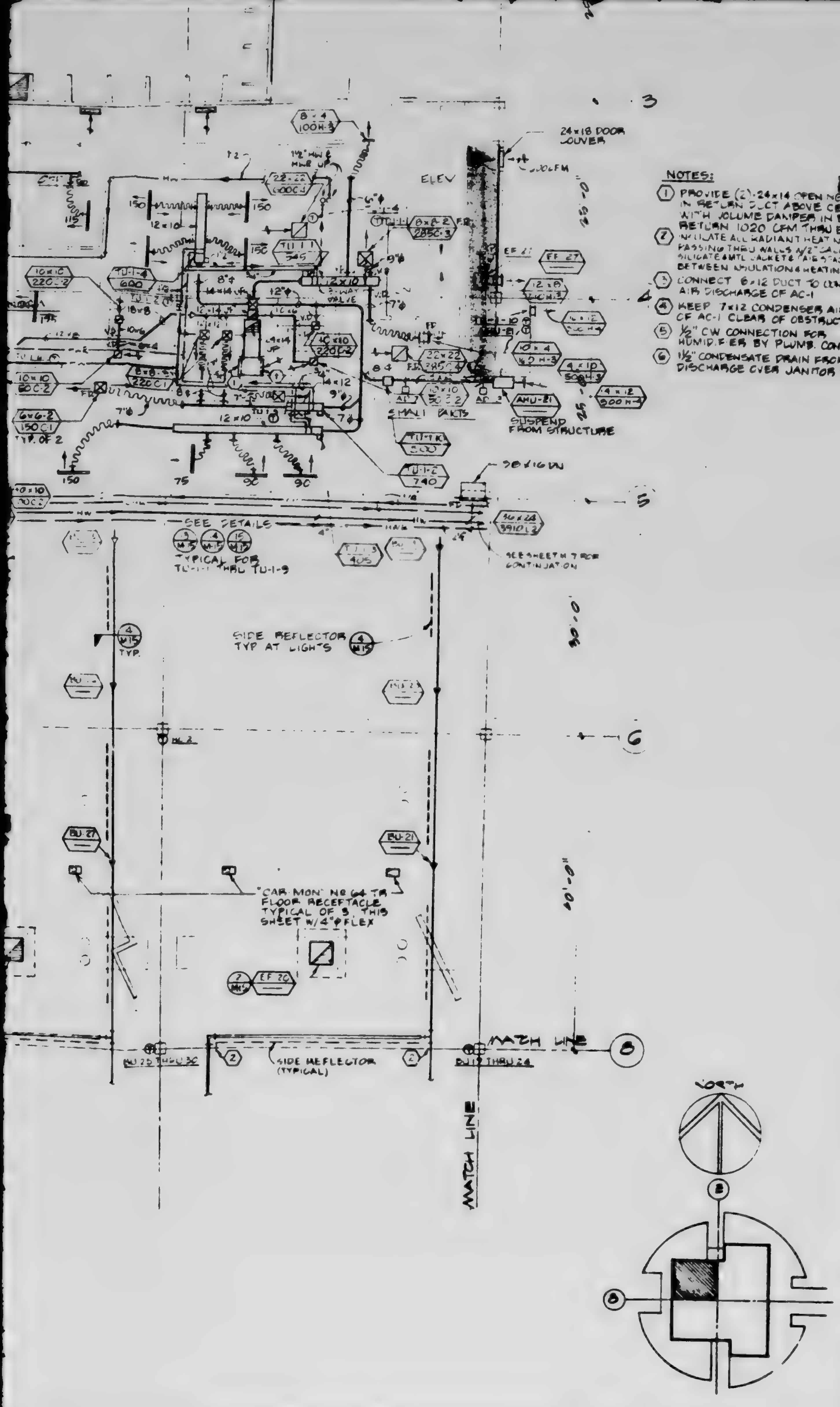

3
5
6
8
24x18 DOOR LOUVER
ELEV
25'-0"
30'-0"
40'-0"
AHU-21
SUSPEND FROM STRUCTURE
SMALL PARTS
SEE DETAILS
TYPICAL FOR TU-1-1 THRU TU-1-9
SEE SHEET M-7 FOR CONTINUATION
SIDE REFLECTOR TYP AT LIGHTS
TYP.
BU-21
"CAR MON" NO 64 TR FLOOR RECEPTACLE TYPICAL OF 3 THIS SHEET W/4"Ø FLEX
EF 20
EF 27
SIDE REFLECTOR (TYPICAL)
MATCH LINE
BU 25 THRU 30
BU 19 THRU 24
NORTH

NOTES:

① PROVIDE (2)-24x14 OPENINGS IN RETURN DUCT ABOVE CEILING WITH VOLUME DAMPER IN EACH RETURN 1020 CFM THRU EACH.

② INSULATE ALL RADIANT HEAT N.G. PIPING PASSING THRU WALLS W/2" CALCIUM SILICATE & MTL JACKET & AIR SPACE BETWEEN INSULATION & HEATING PIPE

③ CONNECT 6x12 DUCT TO CONDENSER AIR DISCHARGE OF AC-1

④ KEEP 7x12 CONDENSER AIR INLET OF AC-1 CLEAR OF OBSTRUCTIONS.

⑤ ½" CW CONNECTION FOR HUMIDIFIER BY PLUMB. CONTR.

⑥ 1½" CONDENSATE DRAIN FROM AC-1. DISCHARGE OVER JANITOR SINK.

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 1111 SW OAK PORTLAND, OREGON 97205

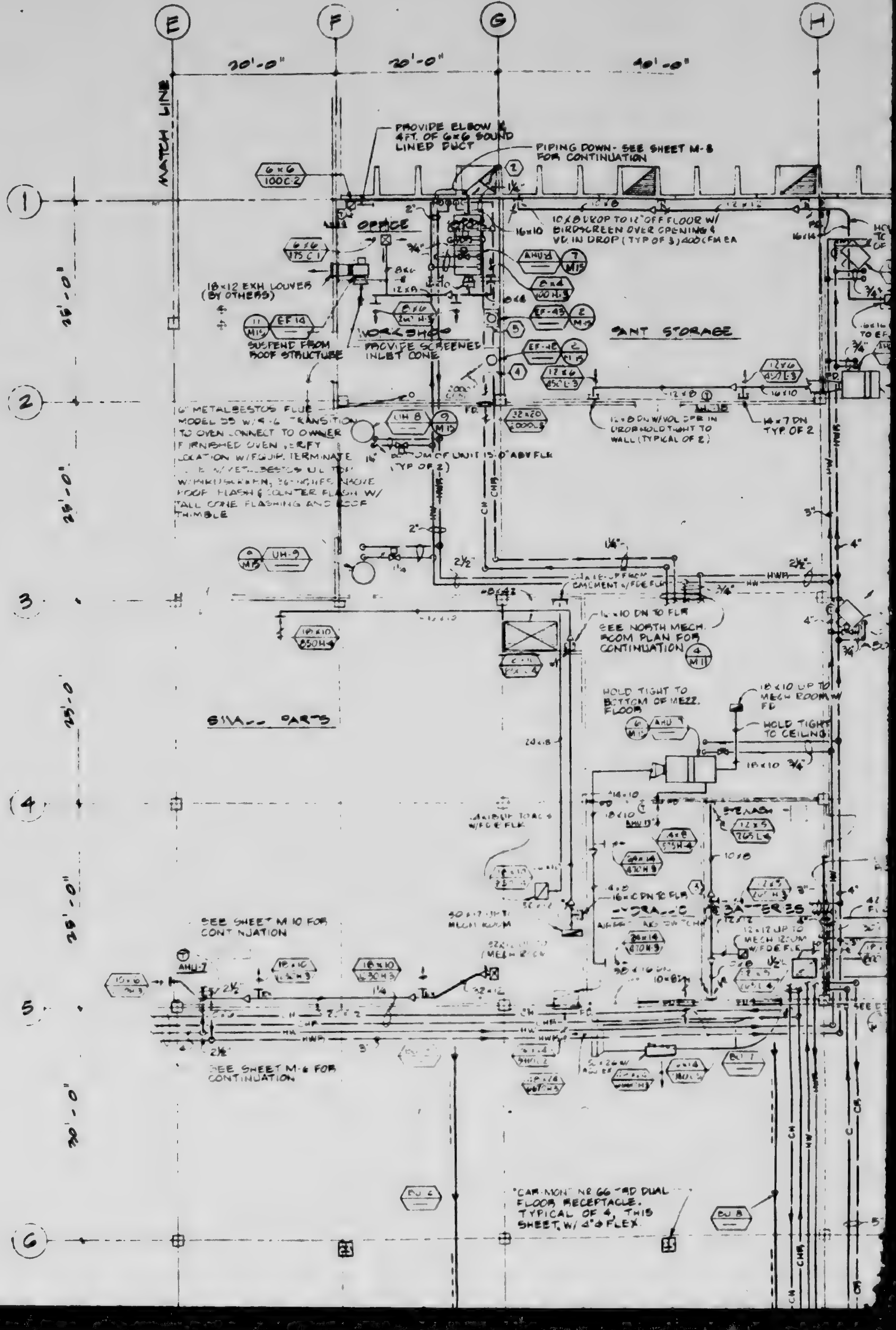
1/8" = 1'-0"

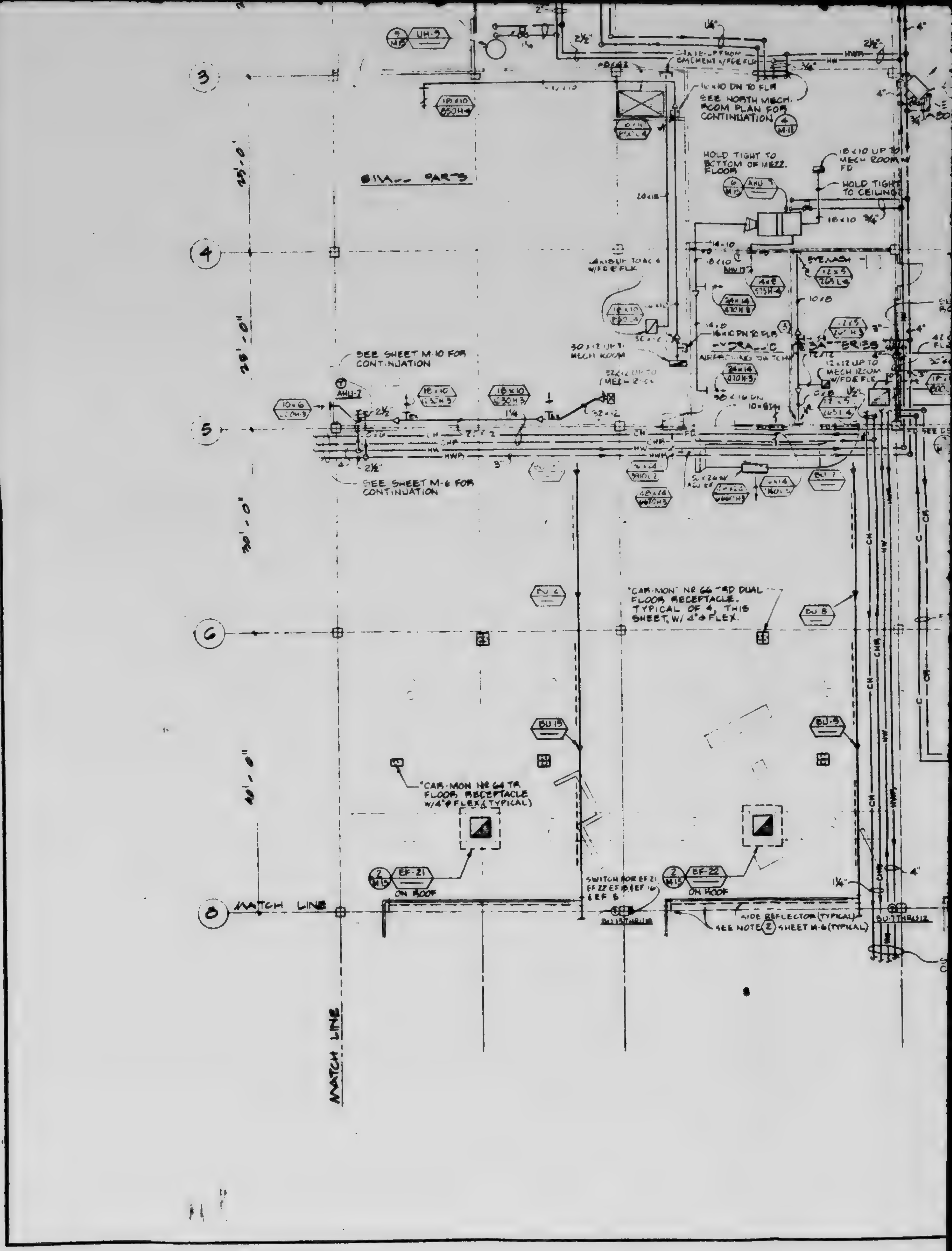
PLAN FIRST FLOOR (NW)

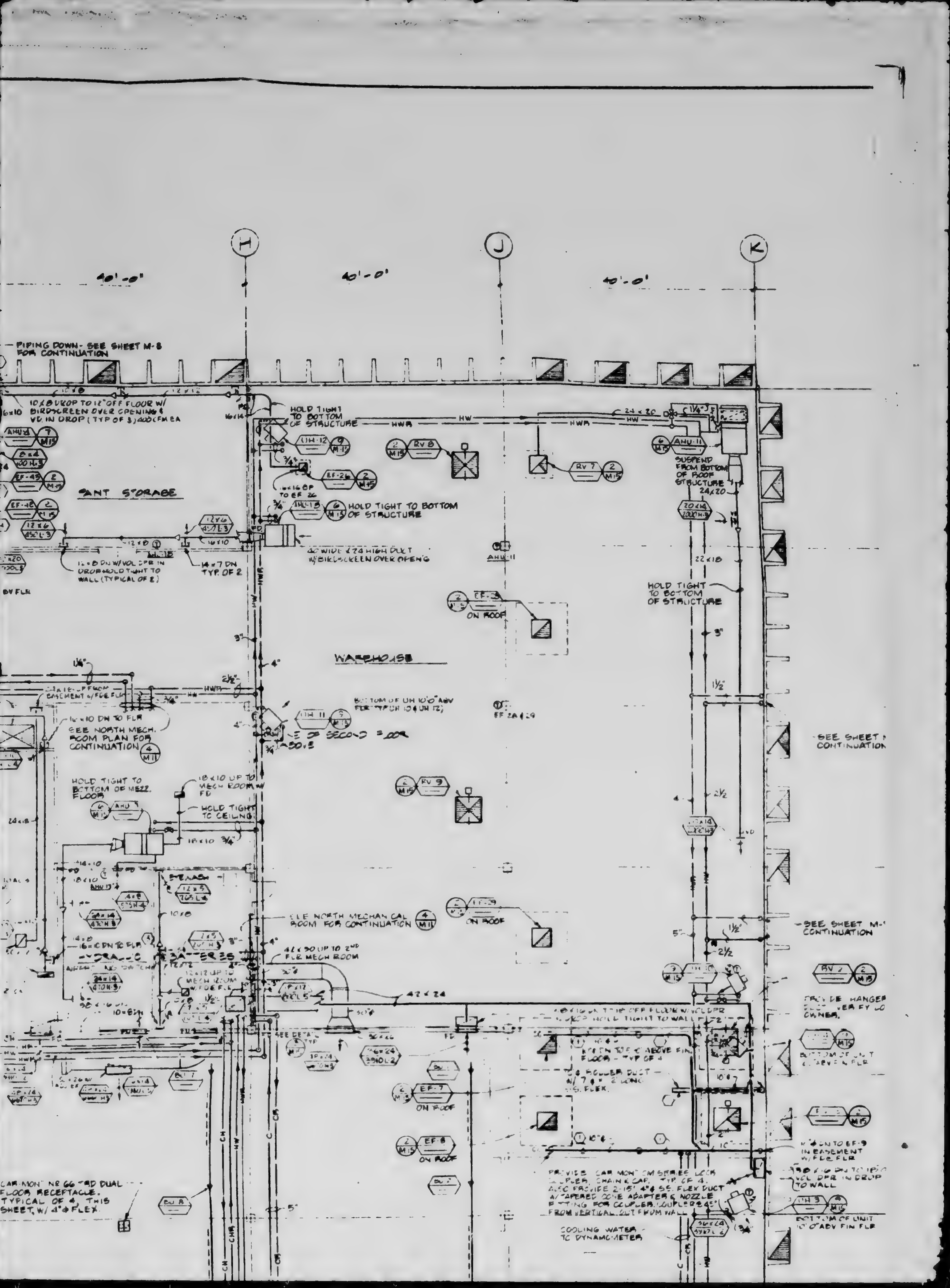
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

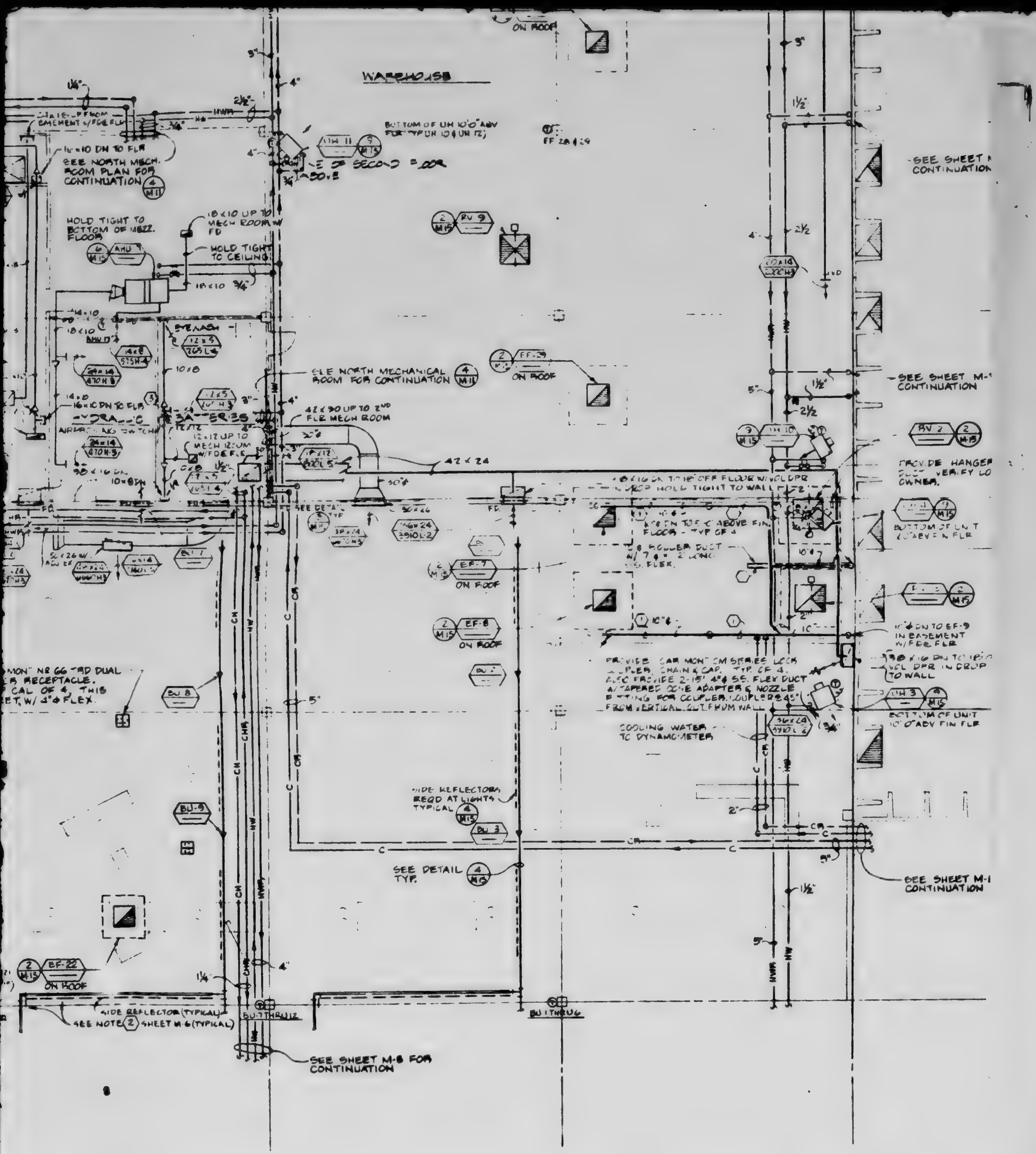
MG

17


E
F
G
H
20'-0"
20'-0"
40'-0"
MATCH LINE
1
2
3
4
5
6
25'-0"
25'-0"
25'-0"
25'-0"
20'-0"
PROVIDE ELBOW & 4FT. OF 6x6 SOUND LINED DUCT
PIPING DOWN- SEE SHEET M-8 FOR CONTINUATION
6x6 100C-2
OFFICE
6x6 175C-1
18x12 EXH LOUVER (BY OTHERS)
11 M15 EF14
SUSPEND FROM ROOF STRUCTURE
WORKSHOP
PROVIDE SCREENED INLET CONE
10x8 DROP TO 12" OFF FLOOR W/ BIRDSCREEN OVER OPENING & VD. IN DROP (TYP OF 3) 400CFM EA
16x10
AHU-8 7 M15
EF-45 2 M15
EF-46 2 M15
12x6 450 L-3
PAINT STORAGE
12x8
16x10
12x8 DN W/VOL DPR IN DROP HOLD TIGHT TO WALL (TYPICAL OF 2)
14x7 DN TYP. OF 2
32x20 2000 L-5
6" METALBESTOS FLUE MODEL 55 W/4-6 TRANSITION TO OVEN CONNECT TO OWNER FURNISHED OVEN VERIFY LOCATION W/EQUIP. TERMINATE ... W/ METALBESTOS UL TOP W/BIRDSCREEN, 36 INCHES ABOVE ROOF. FLASH & COUNTER FLASH W/ TALL CONE FLASHING AND ROOF THIMBLE
UH-8 9 M15
BOTTOM OF UNIT IS 15'-0" ABV FLR (TYP OF 2)
UH-9
CW
CWR
HW
HWR
16x10 DN TO FLR
SEE NORTH MECH. ROOM PLAN FOR CONTINUATION 4 M11
18x10 250 H-9
SMALL PARTS
HOLD TIGHT TO BOTTOM OF MEZZ. FLOOR
6 M15 AHU-9
18x10 UP TO MECH ROOM W/ FD
HOLD TIGHT TO CEILING
18x10
24x8
HYDRAULIC
BATTERIES
12x12 UP TO MECH ROOM W/FD & FLX
SEE SHEET M 10 FOR CONTINUATION
AHU-7
16x10 630 H-9
18x10 630 H-9
SEE SHEET M-6 FOR CONTINUATION
BU-2
BU-1
BU-8
"CAR-MON" NR 66-4D DUAL FLOOR RECEPTACLE. TYPICAL OF 4, THIS SHEET, W/ 4"⌀ FLEX.


3
4
5
6
8
25'-0"
28'-0"
30'-0"
40'-0"
UH-9
9 M15
SMALL PARTS
16 x 10 DN TO FLR
SEE NORTH MECH. ROOM PLAN FOR CONTINUATION
4 M-11
HOLD TIGHT TO BOTTOM OF MEZZ. FLOOR
AHU
6 M15
18 x 10 UP TO MECH ROOM W/ FD
HOLD TIGHT TO CEILING
18 x 10
14 x 10
18 x 10
24 x 18
EYEWASH
12 x 5
4 x 8
24 x 14
470H-3
10 x 8
14 x 8
16 x 10 DN TO FLR
HYDRAULIC
BATTERIES
AIRFROVING SWITCH
12 x 12 UP TO MECH ROOM W/FD & FLEX
30 x 12 UP TO MECH ROOM
32 x 12 UP TO MECH ROOM
32 x 12
30 x 16 DN
10 x 8 DN
SEE SHEET M-10 FOR CONTINUATION
AHU-7
10 x 6
18 x 10
430H-3
2½"
1¼
CH
CHR
HW
HWR
FD
3"
4"
SEE SHEET M-6 FOR CONTINUATION
BU 7
BU 6
BU 8
BU 15
BU 9
"CAR-MON" NR 66 TRD DUAL FLOOR RECEPTACLE. TYPICAL OF 4, THIS SHEET, W/ 4"⌀ FLEX.
"CAR-MON" NR 64 TR FLOOR RECEPTACLE W/4"⌀ FLEX (TYPICAL)
2 M15
EF-21
ON ROOF
EF-22
ON ROOF
SWITCH FOR EF 21 EF 22 EF 18 EF 16 & EF 5
BU 13 THRU 14
SIDE REFLECTOR (TYPICAL)
SEE NOTE 2 SHEET M-6 (TYPICAL)
BU 7 THRU 12
MATCH LINE
MATCH LINE


H
J
K
40'-0'
40'-0'
40'-0'
PIPING DOWN- SEE SHEET M-8 FOR CONTINUATION
10x8 DROP TO 12" OFF FLOOR W/ BIRDSCREEN OVER OPENING & VD IN DROP (TYP OF 3) 400 CFM EA
HOLD TIGHT TO BOTTOM OF STRUCTURE
HW
HWR
24x20
AHU-11
SUSPEND FROM BOTTOM OF ROOF STRUCTURE
UH-12
RV 8
RV 7
EF-26
EF-45
EF-42
PAINT STORAGE
AHU-13
HOLD TIGHT TO BOTTOM OF STRUCTURE
40 WIDE x 24 HIGH DUCT W/BIRDSCREEN OVER OPEN'G
12x8 DN W/VOL DPR IN DROP HOLD TIGHT TO WALL (TYPICAL OF 2)
14x7 DN TYP OF 2
22x18
HOLD TIGHT TO BOTTOM OF STRUCTURE
EF-3
ON ROOF
WAREHOUSE
BOTTOM OF UH 10'0" ABV FIN FLR (UH 10 & UH 12)
EF 2A & 29
UH 11
16x10 DN TO FLR
SEE NORTH MECH. ROOM PLAN FOR CONTINUATION
HOLD TIGHT TO BOTTOM OF MEZZ. FLOOR
18x10 UP TO MECH ROOM
HOLD TIGHT TO CEILING
RV 9
SEE SHEET M- CONTINUATION
STORAGE
EF-29
ON ROOF
SEE NORTH MECHANICAL ROOM FOR CONTINUATION
BATTERIES
HYDRAULIC
42x30 UP TO 2ND FLR MECH ROOM
42x24
SEE SHEET M- CONTINUATION
RV 2
PROVIDE HANGER
BOTTOM OF UNIT 10'0" ABV FIN FLR
EF-7
ON ROOF
EF-8
ON ROOF
CAR-MON NR 66-TBD DUAL FLOOR RECEPTACLE. TYPICAL OF 4, THIS SHEET, W/ 4" FLEX.
PROVIDE CAR-MON CM SERIES LOCK COUPLER, CHAIN & CAP, TYP OF 4. ALSO PROVIDE 2-15' 4" SS. FLEX DUCT W/TAPERED CONE ADAPTER & NOZZLE FITTING FOR COUPLER. COUPLER 45° FROM VERTICAL OUT FROM WALL
COOLING WATER TO DYNAMOMETER
IN EASEMENT W/FLEX FLR
TO WALL
UH 3
BOTTOM OF UNIT 10'0" ABV FIN FLR
CH
CHR
HW
HWR
M15
M11


WAREHOUSE
ON ROOF
3"
4"
1¼"
2½"
HWR
HW
¾"
EMENENT W/FD&E FLR
16×10 DN TO FLR
SEE NORTH MECH. ROOM PLAN FOR CONTINUATION 4 M11
BOTTOM OF UH 10'0" ABV FOR TYP UH 10 & UH 12)
UH 11 9 M15
EF 28 & 29
SECOND FLOOR
HOLD TIGHT TO BOTTOM OF MEZZ. FLOOR
18×10 UP TO MECH ROOM W/ FD
HOLD TIGHT TO CEILING
6 M15 AHU
18×10
2 M15 RV 9
14×10
18×10
EYEWASH
12×5 265L4
14×8 575H-4
24×14 470H-8
10×8
SEE NORTH MECHANICAL ROOM FOR CONTINUATION 4 M11
2 M15 EF-29 ON ROOF
14×8
16×10 DN TO FLR
HYDRAULIC
BATTERIES
12×5
12×12 UP TO MECH ROOM W/FD&E F.E.
24×14 470H-3
30×16 DN
10×8 DN
½"
12×5 265L4
42×30 UP TO 2ND FLR MECH ROOM
30"Ø
16×12 220L5
42×24
30"Ø
FD
SEE DETAIL 3 M15 TYP
30×26
46×24 3910L-2
30×26 W/ ACU EF
BU 7
2 M15 EF-7 ON ROOF
2 M15 EF-8 ON ROOF
BU 2
CH
CHR
HW
HWR
C
CR
5"
MON" NR 66 HD DUAL RECEPTACLE. TYPICAL OF 4, THIS SHEET, W/ 4"Ø FLEX.
BU 8
BU-9
SIDE REFLECTORS REQD AT LIGHTS TYPICAL 4 M15
BU 3
SEE DETAIL 4 M15 TYP.
2 M15 EF-22 ON ROOF
1¼"
4"
SIDE REFLECTOR (TYPICAL)
SEE NOTE 2 SHEET M-6 (TYPICAL)
BU-7 THRU 12
BU 1 THRU 6
SEE SHEET M-8 FOR CONTINUATION
5"
1½"
2½
4"
20×14 220CH3
SEE SHEET M- CONTINUATION
SEE SHEET M- CONTINUATION
1½"
2½
9 M15 UH 10
RV 2 2 M15
PROVIDE HANGER DUCT VERIFY LO OWNER.
30×16 DN TO 18" OFF FLOOR W/VOL DPR IN DROP HOLD TIGHT TO WALL FLR 2
10"Ø
4"Ø DN TO 6" ABOVE FIN. FLOOR - TYP OF 4
6 ROLLER DUCT W/ 7Ø × 2' LONG S.S. FLEX.
9 M15
BOTTOM OF UNIT 10' ABV FIN FLR
10"Ø
2 M15
10"Ø
2"
10"Ø DN TO EF-9 IN BASEMENT W/FD& FLR
30×16 DN TO 18" VOL DPR IN DROP TO WALL
PROVIDE CAR MON" CM SERIES LOCK COUPLER, CHAIN & CAP. TYP. OF 4. ALSO PROVIDE 2-15' 4"Ø S.S. FLEX DUCT W/TAPERED CONE ADAPTER & NOZZLE FITTING FOR COUPLER. COUPLER 45° FROM VERTICAL OUT FROM WALL
UH 3 4 M15
BOTTOM OF UNIT 10' 0" ABV FIN FLR
COOLING WATER TO DYNAMOMETER
36×24 4910L2
¾"
2"
CR
C
5"
SEE SHEET M-1 CONTINUATION
1½"
5"
HWR
HW

K
SEE SHEET M-3 FOR CONTINUATION
SEE SHEET M-3 FOR CONTINUATION
PROVIDE HANGER FOR FLEX [illegible] LOCATION W/ OWNER.

NOTES:

① COORDINATE DUCT LOCATION W/DYNAMOMETER EQUIPMENT PRIOR TO DUCT INSTALLATION.

② BLANK OFF UNUSED PORTION OF OPN'G IN WALL W/SHEET METAL

③ CONNECT AIR FLOW SWITCH TO ELECTRIC BREAKER SUCH THAT UNDER NO AIR FLOW CONDITION, BATTERIES STOP CHARGING. BREAKER SUPPLIED BY DIVISION 6000. MECHANICAL TO CONNECT AND VERIFY OPERATION.

④ [illegible] CANOPY HOOD [illegible] TOP OF HOOD 30" W/ 6" SIDES & ROLLED EDGES SLOPE EDGE TO 1/4 WEEP HOLE HOOD TO [illegible] UP TO EF-42

⑤ SAME AS ④ EXCEPT HOOD SIZE [illegible] W/ 3'6 UP TO EF-42 [illegible] MOUNT 30" ABOVE [illegible]

[illegible] OVERHEAD WITH 30' SWING AWAY BOOM, SELF CLOSING DOOR, & TAPER [illegible] FOR DIESEL TRUCKS. MOUNT [illegible] ON WALL @ 4'-0" ABOVE FLOOR.

DATE APRIL 29, '80

JOB NO 9017-06

1/8 = 1'-0"

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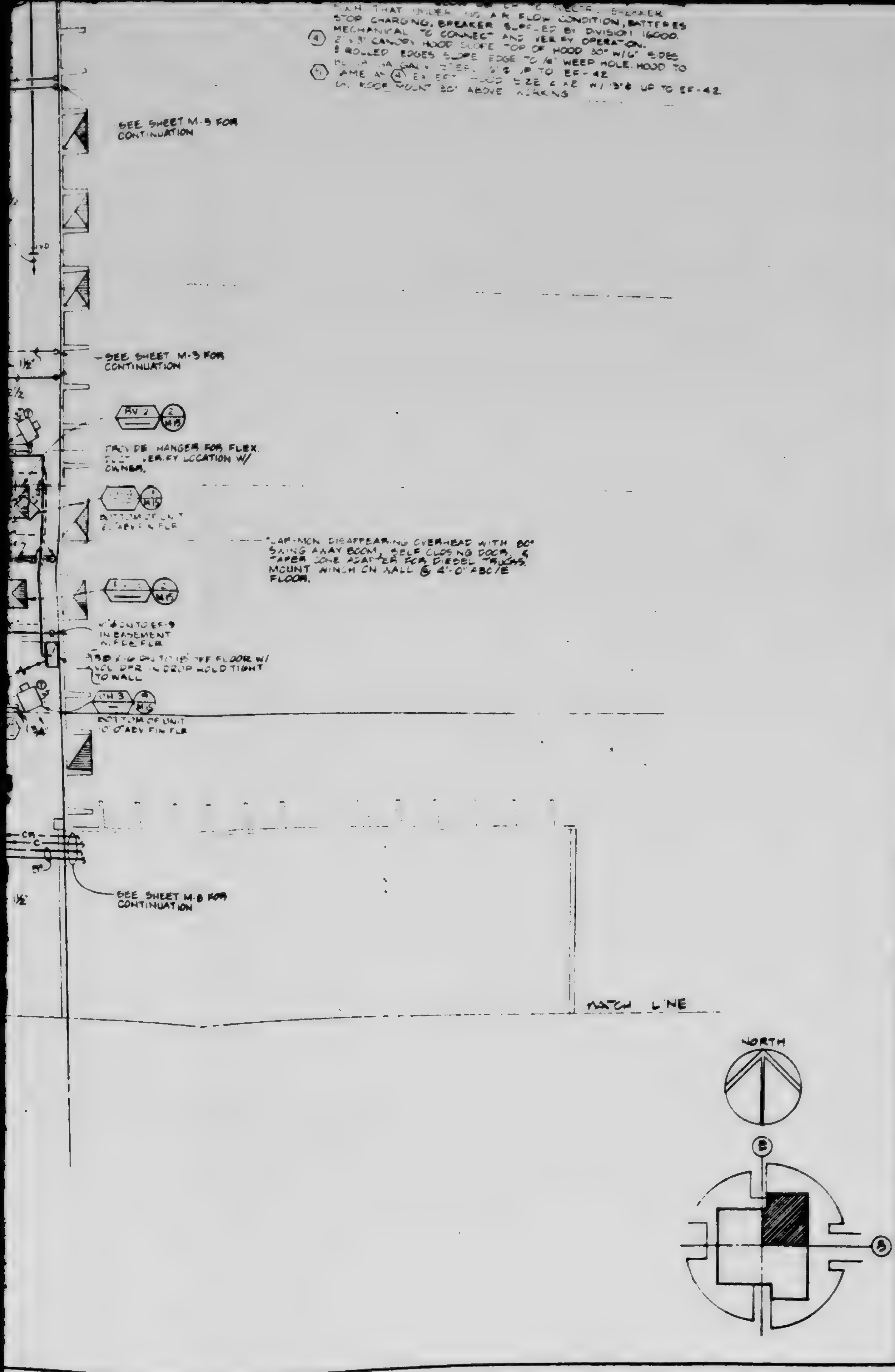

FAN THAT UNDER NO AIR FLOW CONDITION, BATTERIES STOP CHARGING. BREAKER SUPPLIED BY DIVISION 16000. MECHANICAL TO CONNECT AND VERIFY OPERATION.

④ 2' x 3' CANOPY HOOD SLOPE TOP OF HOOD 30° W/6" SIDES & ROLLED EDGES SLOPE EDGE TO 1/4" WEEP HOLE. HOOD TO BE [illegible] GALV STEEL 6"⌀ UP TO EF-42

⑤ SAME AS ④ EXCEPT HOOD SIZE 2 x 2 W/ 3"⌀ UP TO EF-42 ON ROOF. MOUNT 30" ABOVE WORKING

CAR-MON DISAPPEARING OVERHEAD WITH 80" SWING AWAY BOOM, SELF CLOSING DOOR, & TAPER CONE ADAPTER FOR DIESEL TRUCKS. MOUNT WINCH ON WALL @ 4'-0" ABOVE FLOOR.

PROVIDE HANGER FOR FLEX. DUCT VERIFY LOCATION W/ OWNER.

SEE SHEET M-9 FOR CONTINUATION
SEE SHEET M-9 FOR CONTINUATION
RV 2
2 M15
1½"
1½"
M15
BOTTOM OF UNIT 10' ABV FIN FLR
M15
6"⌀ ON TO EF-9 IN BASEMENT W/ [illegible] FLR
6"⌀ DUCT TO 12" OFF FLOOR W/ VOL DPR IN DROP HOLD TIGHT TO WALL
UH 3
M15
BOTTOM OF UNIT 10' 0" ABV FIN FLR
¾"
CR
C
SEE SHEET M-8 FOR CONTINUATION
1½"
MATCH LINE
NORTH
B
B

PLAN FIRST FLOOR (NE)

1/8" = 1'-0"

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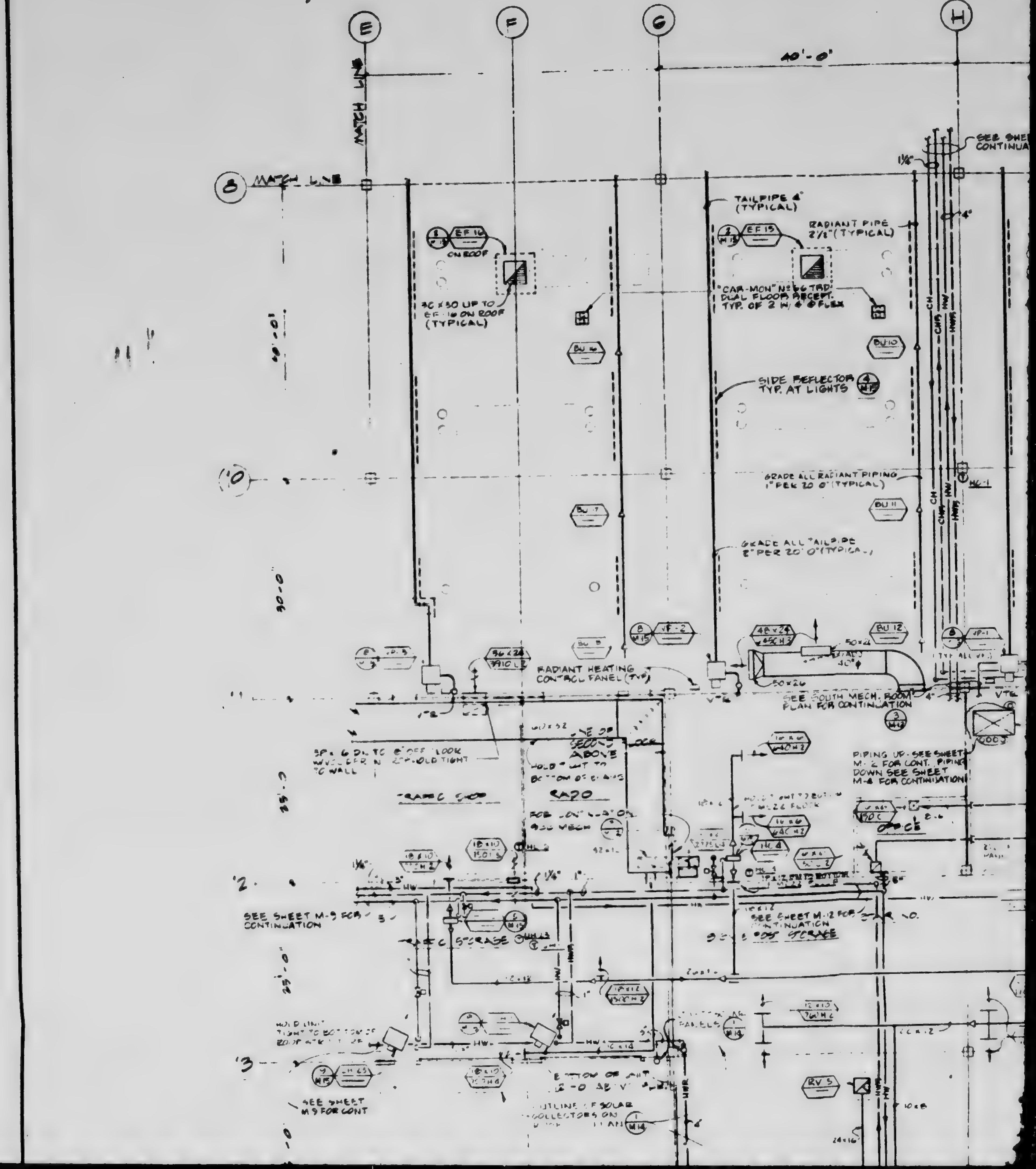
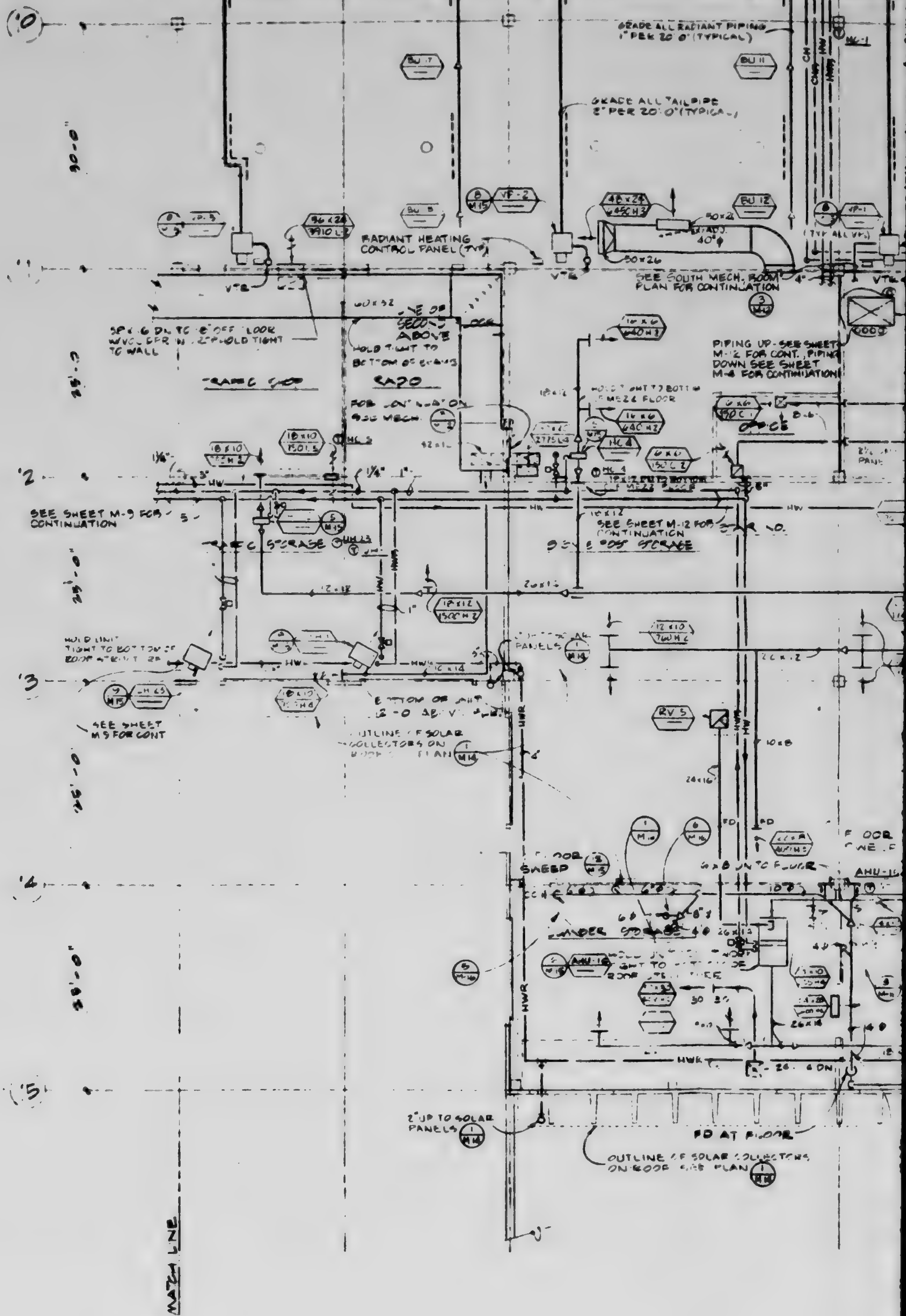
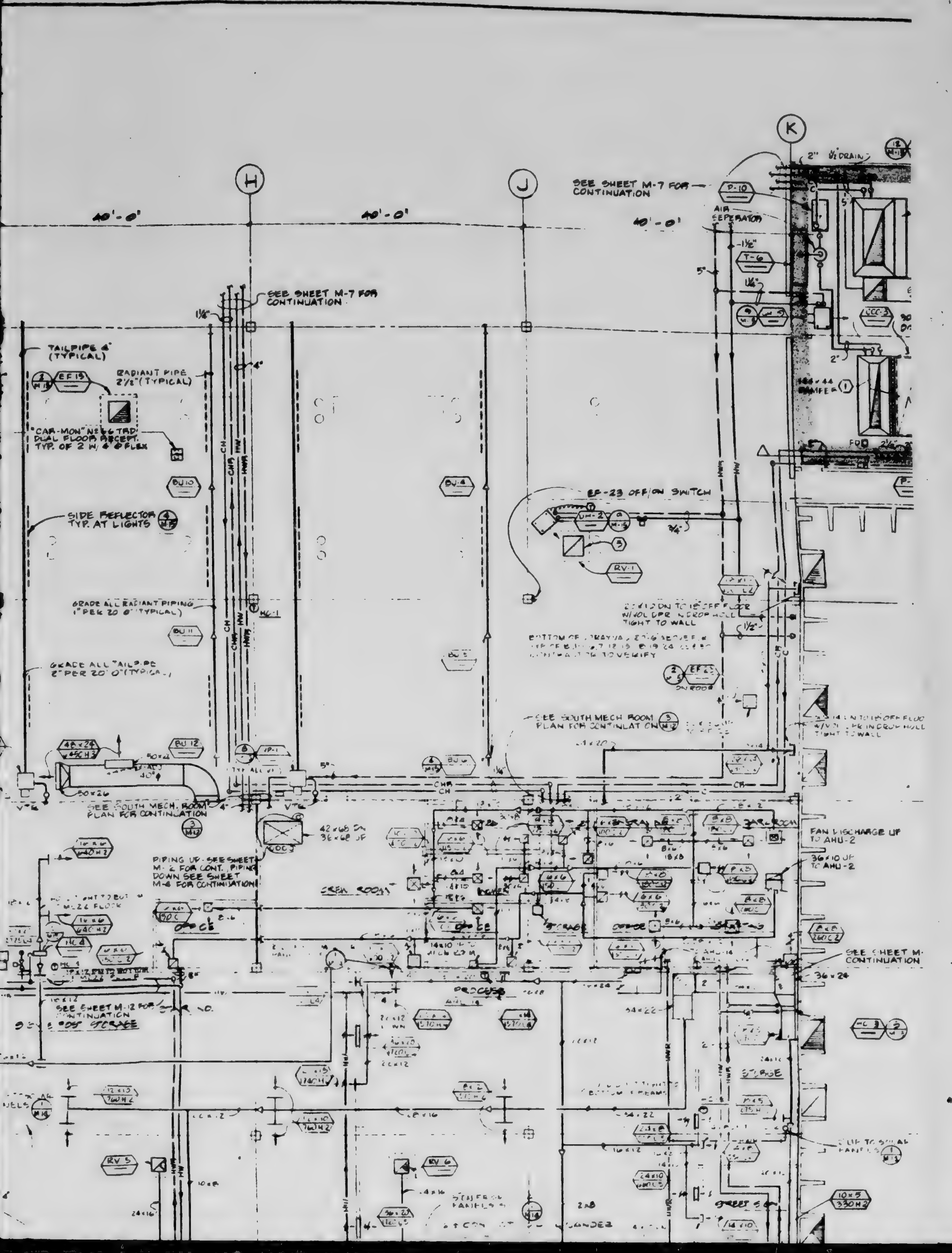
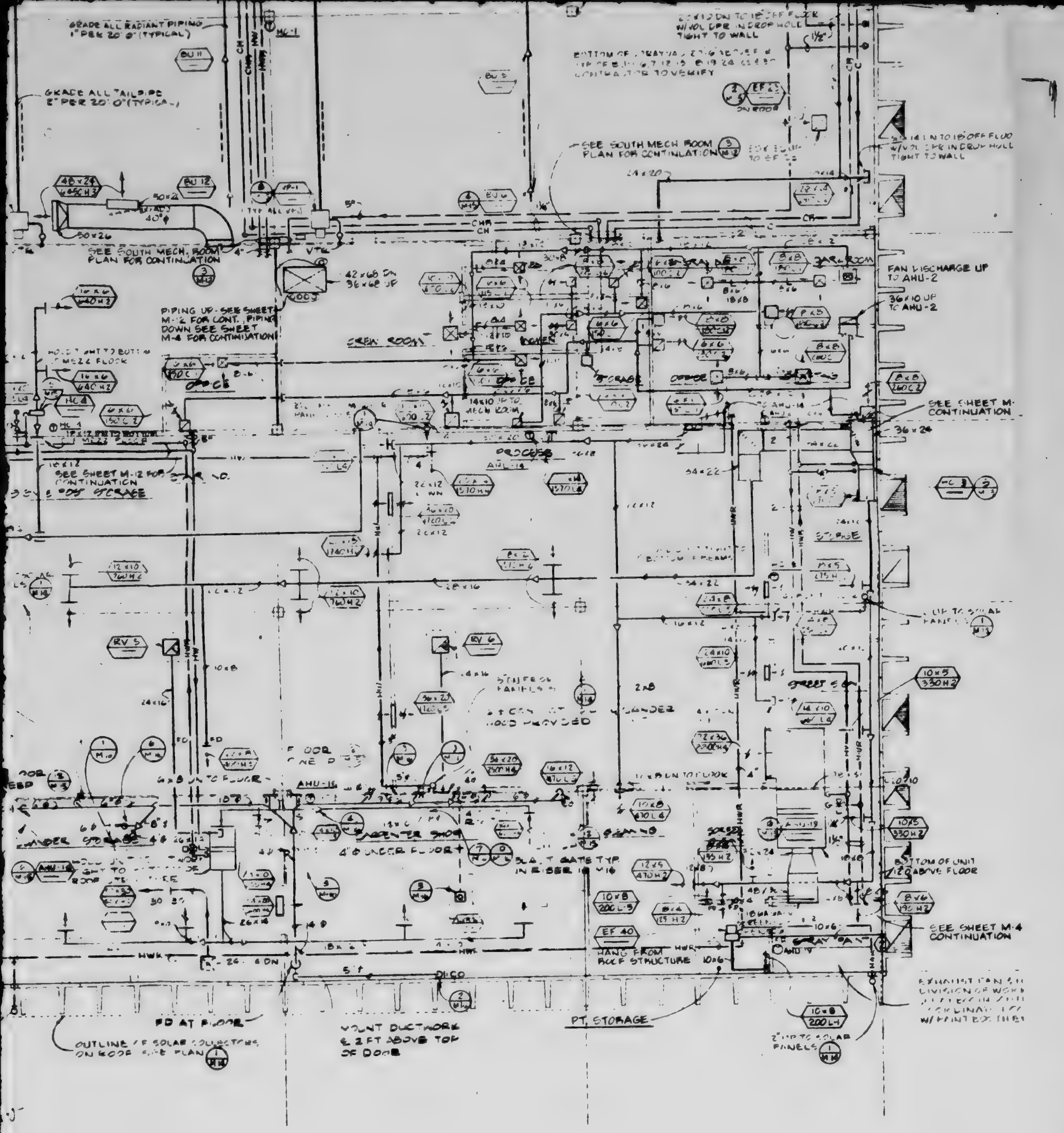
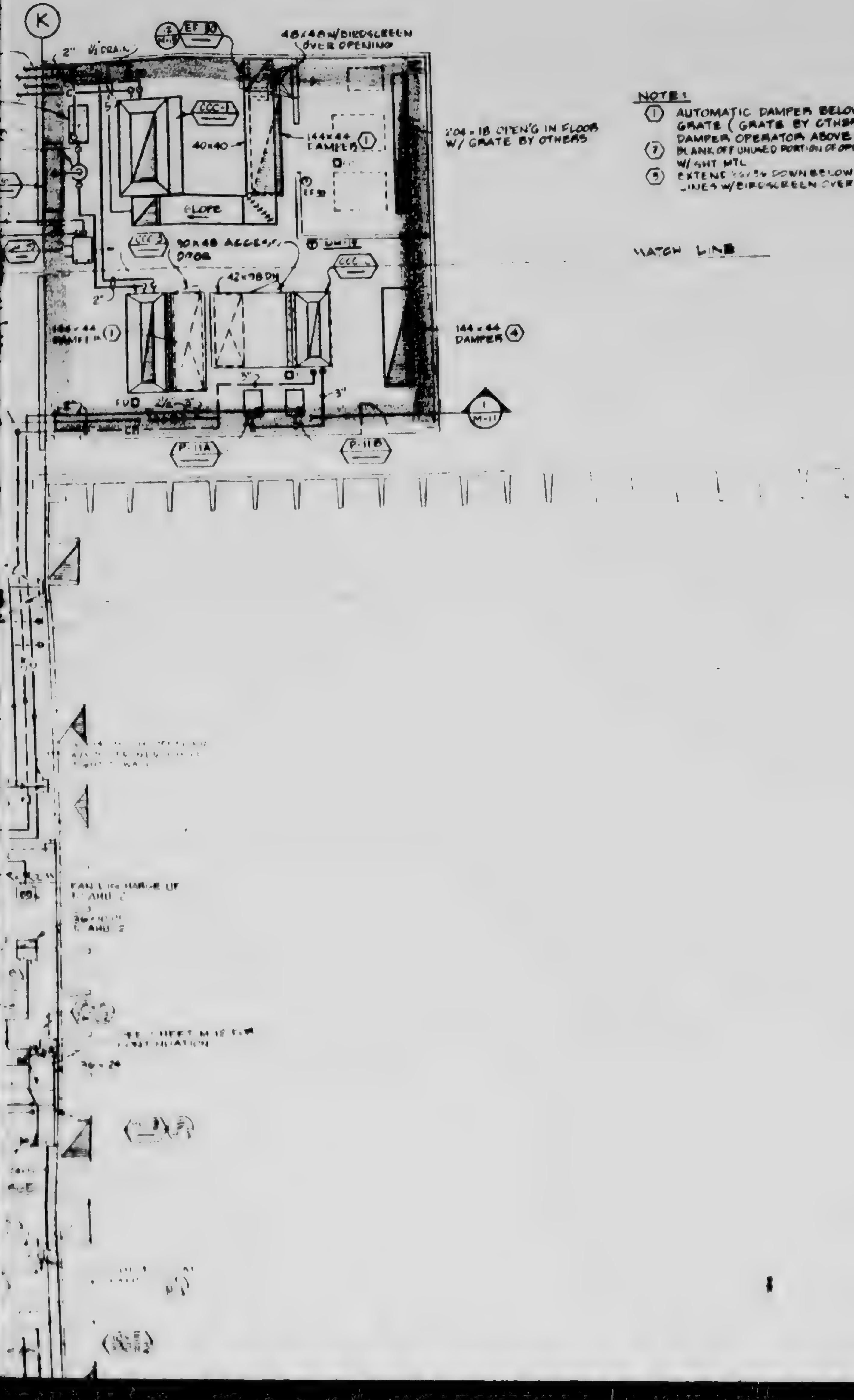

E
F
G
H
40'-0"
MATCH LINE
8
MATCH LINE
SEE SHEET
CONTINUA
1½"
TAILPIPE 4"
(TYPICAL)
RADIANT PIPE
2½" (TYPICAL)
EF 16
ON ROOF
36 x 30 UP TO
EF-16 ON ROOF
(TYPICAL)
EF 15
"CAR-MON" No 56 TRD
DUAL FLOOR RECEPT.
TYP. OF 2 W/ 4" Ø FLEX
BU 16
BU 10
CH
CHR
HW
HWR
SIDE REFLECTOR
TYP. AT LIGHTS
10'-0"
10
GRADE ALL RADIANT PIPING
1" PER 20'-0" (TYPICAL)
HC-1
BU 7
BU 11
GRADE ALL TAILPIPE
2" PER 20'-0" (TYPICAL)
30'-0"
VF-2
BU 8
48 x 24
BU 12
50 x 24
50 x 26
40"
96 x 24
RADIANT HEATING
CONTROL PANEL (TYP)
V-2
SEE SOUTH MECH. ROOM
PLAN FOR CONTINUATION
3
M-12
VTE
PIPING UP - SEE SHEET
M-2 FOR CONT. PIPING
DOWN SEE SHEET
M-8 FOR CONTINUATION
ABOVE
RADIO
TRAFFIC SHOP
HC 4
25'-0"
2
1½"
HW
SEE SHEET M-9 FOR
CONTINUATION
SEE SHEET M-12 FOR
CONTINUATION
STORAGE
12 x 18
PANELS
1
M-14
3
9
M-15
SEE SHEET
M-9 FOR CONT
RV 5
HWR
10 x 8
24 x 16
OUTLINE OF SOLAR
COLLECTORS ON
ROOF PLAN
25'-0"


0
1
2
3
4
5
30'-0"
25'-0"
25'-0"
25'-0"
30'-0"
BU 7
BU 8
BU 11
BU 12
VF-2
VF-1
VP-3
96x24
3910 L-2
48x24
645CH3
50x24
50x26
40°φ
(TYP ALL VF's)
GRADE ALL RADIANT PIPING 1" PER 20'-0" (TYPICAL)
GRADE ALL TAILPIPE 2" PER 20'-0" (TYPICAL)
CW
CWR
HW
HWR
HC-1
RADIANT HEATING CONTROL PANEL (TYP)
VTR
SEE SOUTH MECH. ROOM PLAN FOR CONTINUATION
SP x 6 DN TO 6" OFF FLOOR W/VOL DPR IN 12" HOLD TIGHT TO WALL
TRAFFIC SHOP
60x32
ABOVE
HOLD TIGHT TO BOTTOM OF BEAMS
RADIO
FOR CONTINUATION SEE MECH.
16x6
640H2
16x6
640H2
6x6
150C1
6x6
150C2
HC 4
HC 5
2775L4
HOLD TIGHT TO BOTTOM OF MEZZ FLOOR
12x12 TIGHT TO BOTTOM OF MEZZ FLOOR
PIPING UP-SEE SHEET M-12 FOR CONT., PIPING DOWN SEE SHEET M-4 FOR CONTINUATION
OFFICE
18x10
1501.5
18x10
HW
1½"
1¼"
1"
3"
SEE SHEET M-9 FOR CONTINUATION
STORAGE
UH 13
12x18
12x12
1500H2
SEE SHEET M-12 FOR CONTINUATION
STORAGE
26x12
HOLD UNIT TIGHT TO BOTTOM OF ROOF STRUCTURE
10x14
UH 5
SEE SHEET M-9 FOR CONT
BOTTOM OF UNIT 12'-0" ABOVE FLOOR
OUTLINE OF SOLAR COLLECTORS ON ROOF PLAN
PANELS
M-14
RV 5
10x8
24x16
FD
FLOOR SWEEP
6x8 DN TO FLOOR
AHU-16
SANDER STORAGE
26x12
26x16
30 3½
HWR
6 DN
2" UP TO SOLAR PANELS
FD AT FLOOR
OUTLINE OF SOLAR COLLECTORS ON ROOF SEE PLAN
MATCH LINE


H
J
K
40'-0"
40'-0"
40'-0"
SEE SHEET M-7 FOR CONTINUATION
SEE SHEET M-7 FOR CONTINUATION
P-10
AIR SEPERATOR
T-6
2" V DRAIN
TAILPIPE 4" (TYPICAL)
RADIANT PIPE 2 1/2" (TYPICAL)
EF 15
"CAR-MON" NO. 6 TRD DUAL FLOOR RECEPT. TYP. OF 2 W/ 4" FLEX
BU 10
BU 4
SIDE REFLECTOR TYP. AT LIGHTS
EF-23 OFF/ON SWITCH
UH-2
RV-1
GRADE ALL RADIANT PIPING 1" PER 20'-0" (TYPICAL)
BU 11
GRADE ALL TAILPIPE 2" PER 20'-0" (TYPICAL)
BOTTOM OF TRAY VAL... CONTRACTOR TO VERIFY
TIGHT TO WALL
EF
ON ROOF
SEE SOUTH MECH ROOM PLAN FOR CONTINUATION
BU 12
CHR
CH
SEE SOUTH MECH. ROOM PLAN FOR CONTINUATION
42x65 DN 36x62 UP
PIPING UP - SEE SHEET M-2 FOR CONT. PIPING DOWN SEE SHEET M-8 FOR CONTINUATION
CREW ROOM
OFFICE
STORAGE
BAR ROOM
FAN DISCHARGE UP TO AHU-2
36x10 UP TO AHU-2
SEE SHEET M- CONTINUATION
36x24
PROCESS
SEE SHEET M-12 FOR CONTINUATION
POST STORAGE
STORAGE
54x22
RV 5
RV 6
10x5 330H2
STREET


GRADE ALL RADIANT PIPING 1" PER 20' 0" (TYPICAL)
GRADE ALL TAILPIPE 2" PER 20' 0" (TYPICAL)
HC-1
BU 11
BU 5
BU 12
BU 6
48 x 24
50 x 26
SEE SOUTH MECH. ROOM PLAN FOR CONTINUATION
42 x 68 DN
36 x 62 UP
PIPING UP - SEE SHEET M-12 FOR CONT. PIPING DOWN SEE SHEET M-4 FOR CONTINUATION
HC 4
SEE SHEET M-12 FOR CONTINUATION
CREW ROOM
14 x 10 UP TO MECH ROOM
PROCESS
AHU-14
CHR
CH
TIGHT TO WALL
CONTRACTOR TO VERIFY
EF
ON ROOF
SEE SOUTH MECH ROOM PLAN FOR CONTINUATION
24 x 20
FAN DISCHARGE UP TO AHU-2
36 x 10 UP TO AHU-2
STORAGE
OFFICE
SEE SHEET M- CONTINUATION
36 x 24
54 x 22
RV 5
RV 6
AHU-16
CARPENTER SHOP
4" Ø UNDER FLOOR
BLAST GATE TYP IN RISER
EF 40
HANG FROM ROOF STRUCTURE
AHU-19
BOTTOM OF UNIT 12' ABOVE FLOOR
SEE SHEET M-4 CONTINUATION
HWR
HWS
FD AT FLOOR
OUTLINE OF SOLAR COLLECTORS ON ROOF SITE PLAN
MOUNT DUCTWORK 2 FT ABOVE TOP OF DOOR
PT. STORAGE
2" UP TO SOLAR PANELS
10 x 5
330 H 2
10 x 8
200 L-1
8 x 6
190 H 2
10 x 8
200 L-3
12 x 5
470 H 2
56 x 20
16 x 12
14 x 10
W/ L 4
8 x 8
160 C 2


K
2"
½" DRAIN
EF 30
48×48 AH/BIRDSCREEN OVER OPENING
CCC-1
40×40
144×44 DAMPER ①
204×18 OPEN'G IN FLOOR W/ GRATE BY OTHERS
EF 30
SLOPE
CCC-2
90×48 ACCESS DOOR
42×78 DH
CCC
2"
144×44 DAMPER ①
144×44 DAMPER ④
3"
3"
FUD
CH
1 M-11
P-11A
P-11B
FAN DISCHARGE UP
36×20
36×20

NOTE:
① AUTOMATIC DAMPER BELOW FLOOR GRATE (GRATE BY OTHERS) DAMPER OPERATOR ABOVE FLOOR.
② BLANK OFF UNUSED PORTION OF OPN'G IN WALL W/ SHT MTL
③ EXTEND 36×36 DOWN BELOW SPRINKLER LINES W/ BIRDSCREEN OVER OPN'G

MATCH LINE

DATE APRIL 29, 1980

JOB NO 9017-05

1/8" = 1'-0"

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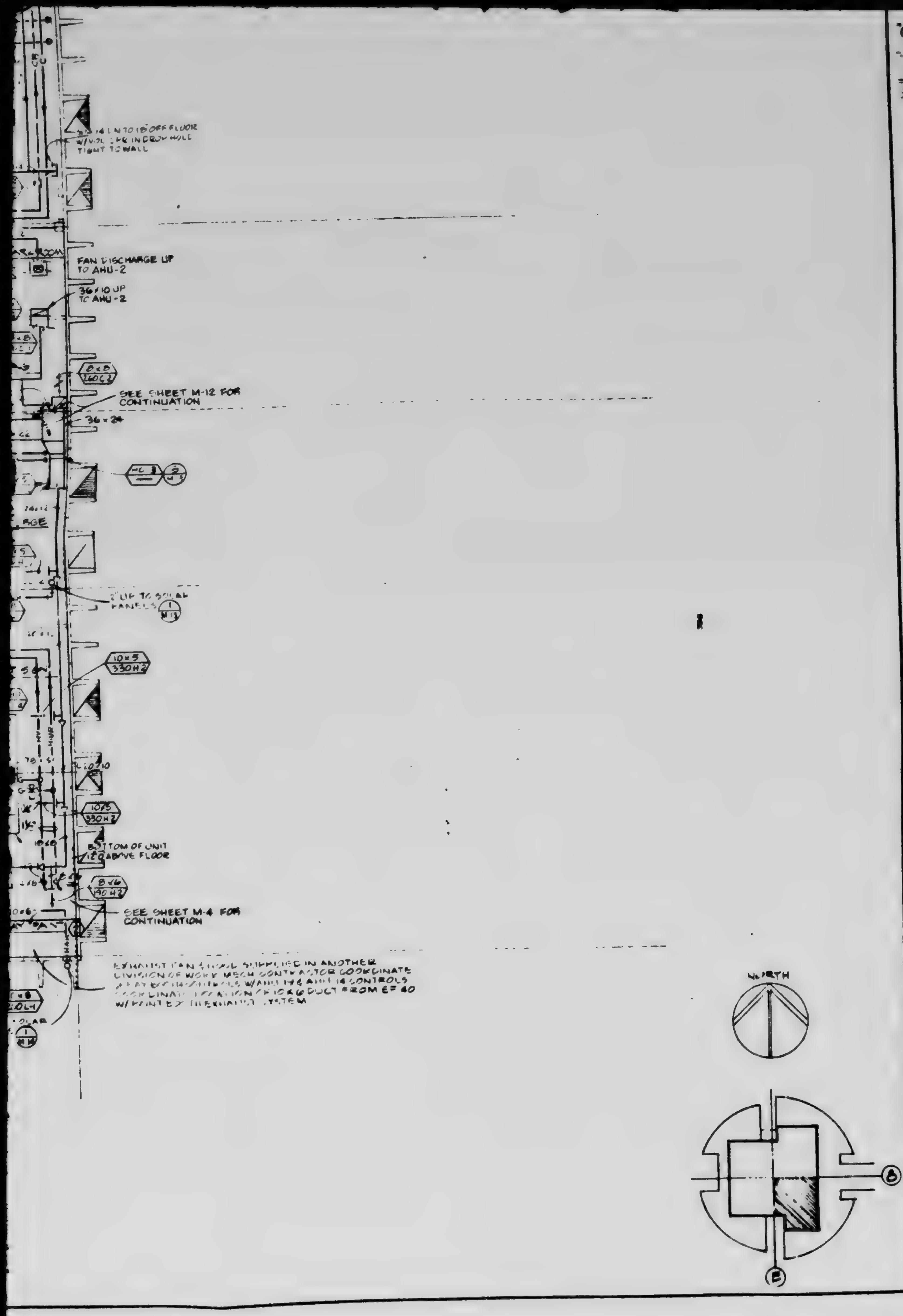

14 IN TO 18" OFF FLOOR
W/VOL ... IN DROP HOLL
TIGHT TO WALL
FAN DISCHARGE UP
TO AHU-2
36×10 UP
TO AHU-2
8×8
260C2
SEE SHEET M-12 FOR
CONTINUATION
36×24
RGE
10×5
330H2
2" UP TO SOLAR
PANELS
10×10
10×5
330H2
BOTTOM OF UNIT
12" ABOVE FLOOR
8×6
190H2
SEE SHEET M-4 FOR
CONTINUATION
EXHAUST FAN ... SUPPLIED IN ANOTHER
DIVISION OF WORK MECH CONTRACTOR COORDINATE
... W/AHU 1 & AHU 14 CONTROLS
COORDINATE LOCATION OF 10×6 DUCT FROM EF 40
W/ ... EXHAUST SYSTEM
NORTH
B
E

1/8" = 1'-0"

PLAN FIRST FLOOR (SE)

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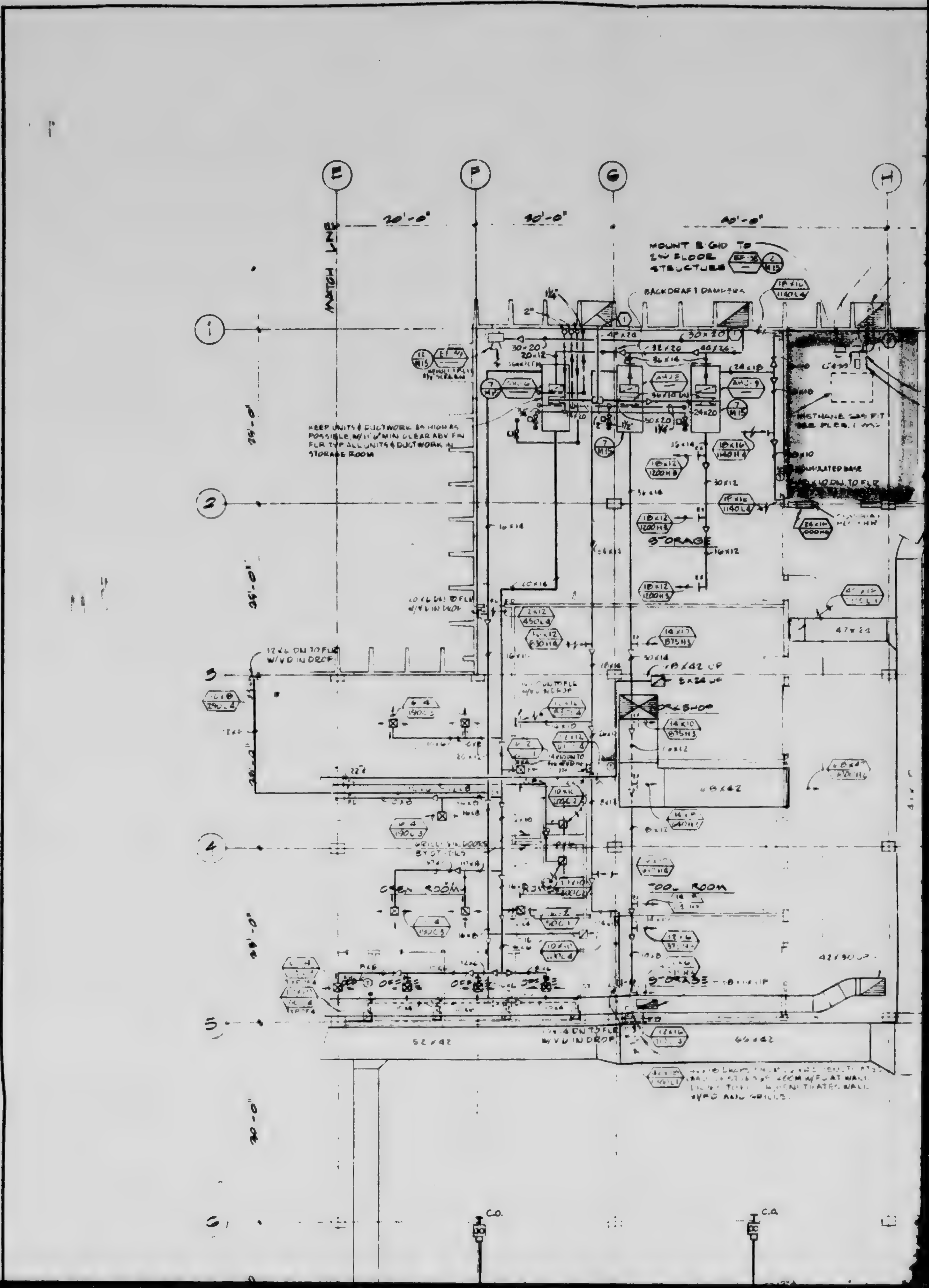
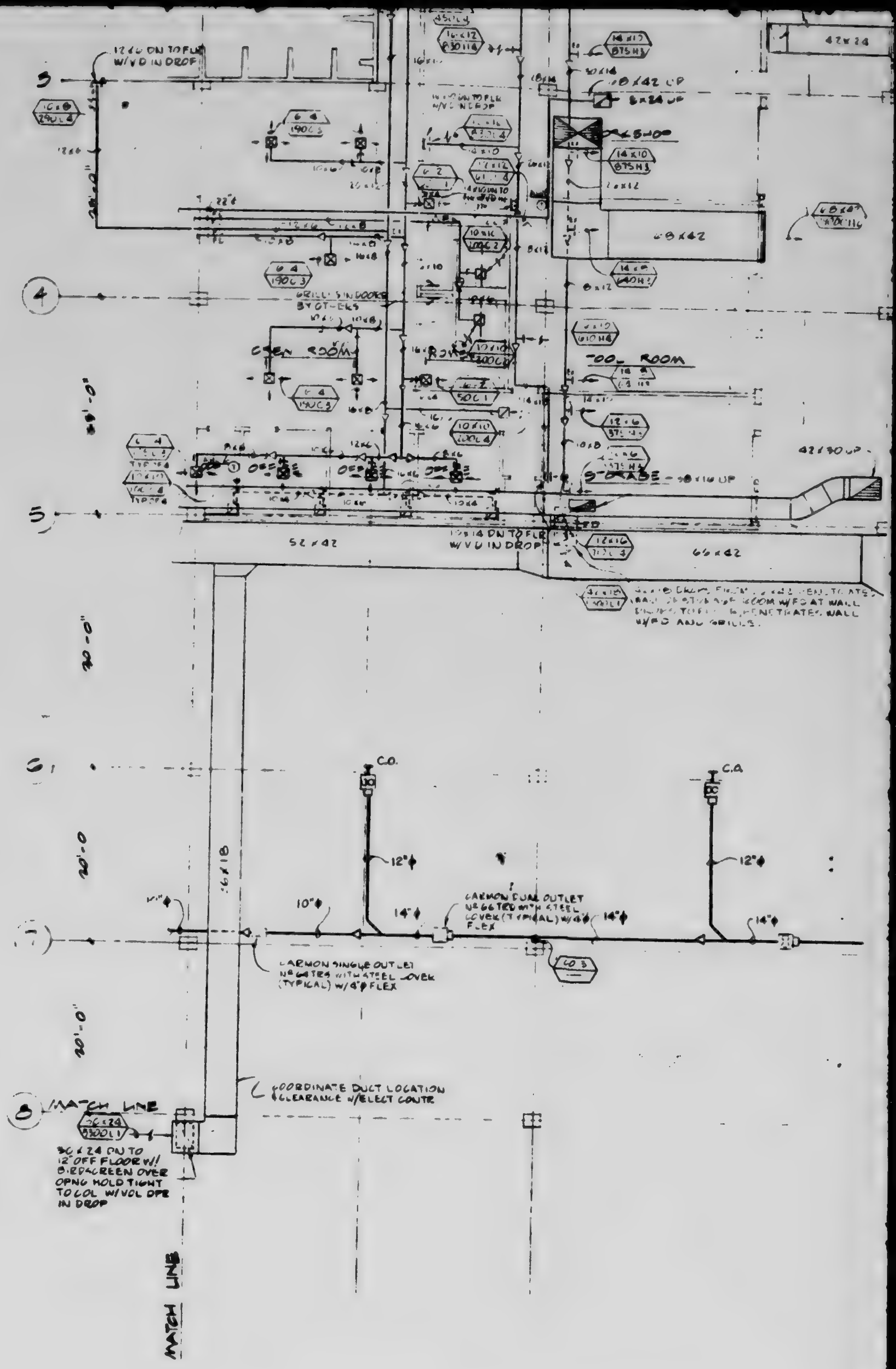
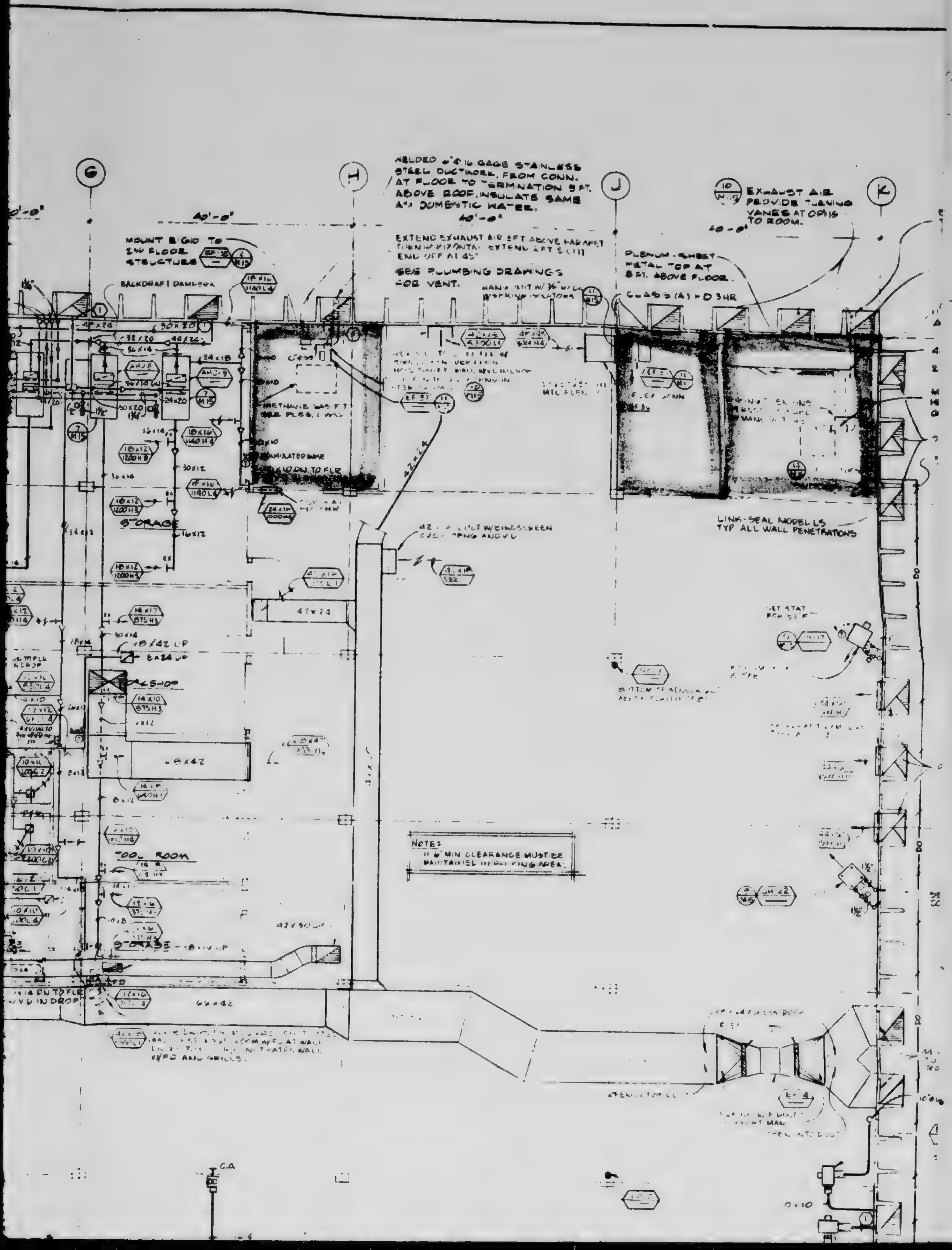
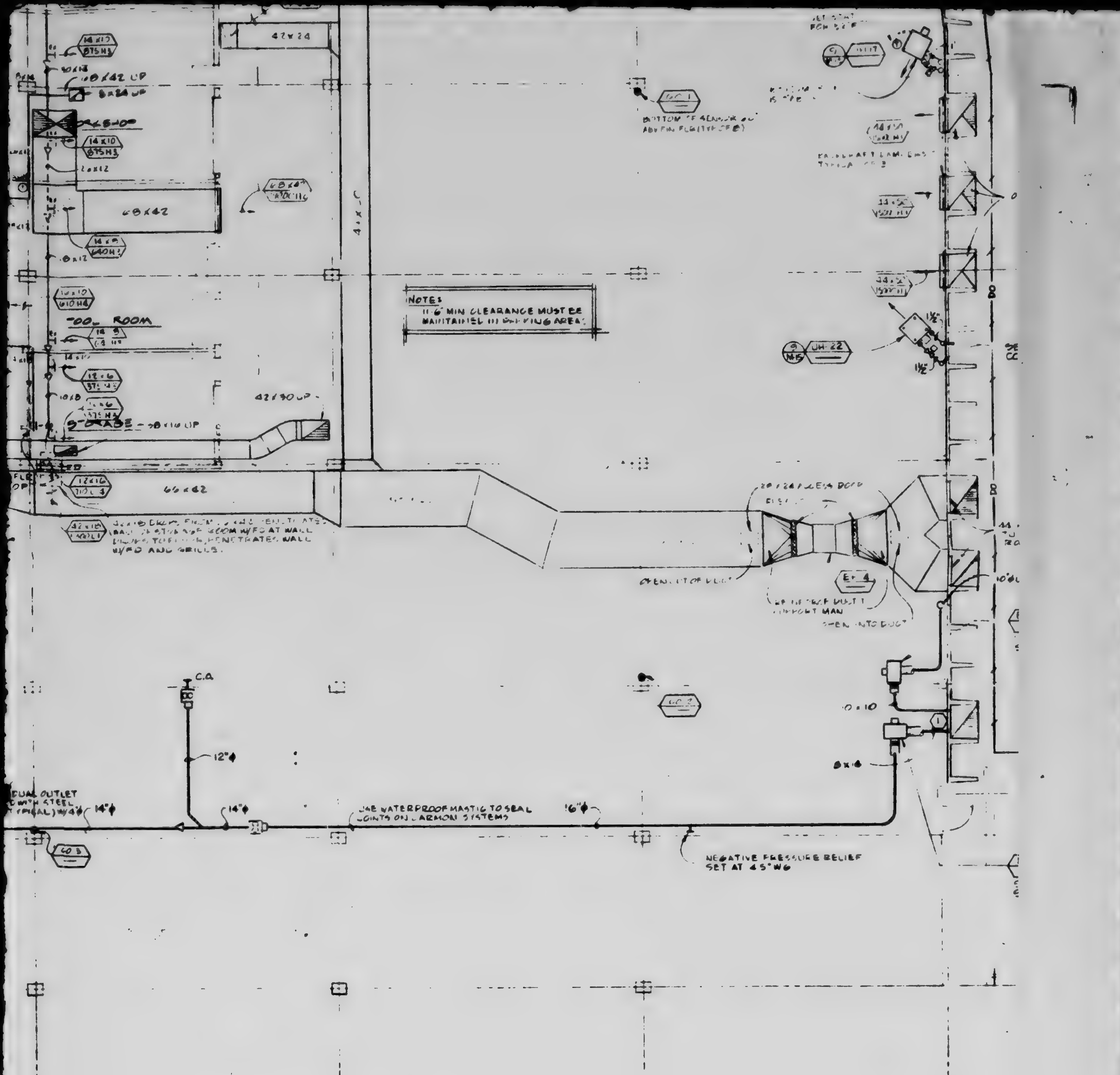
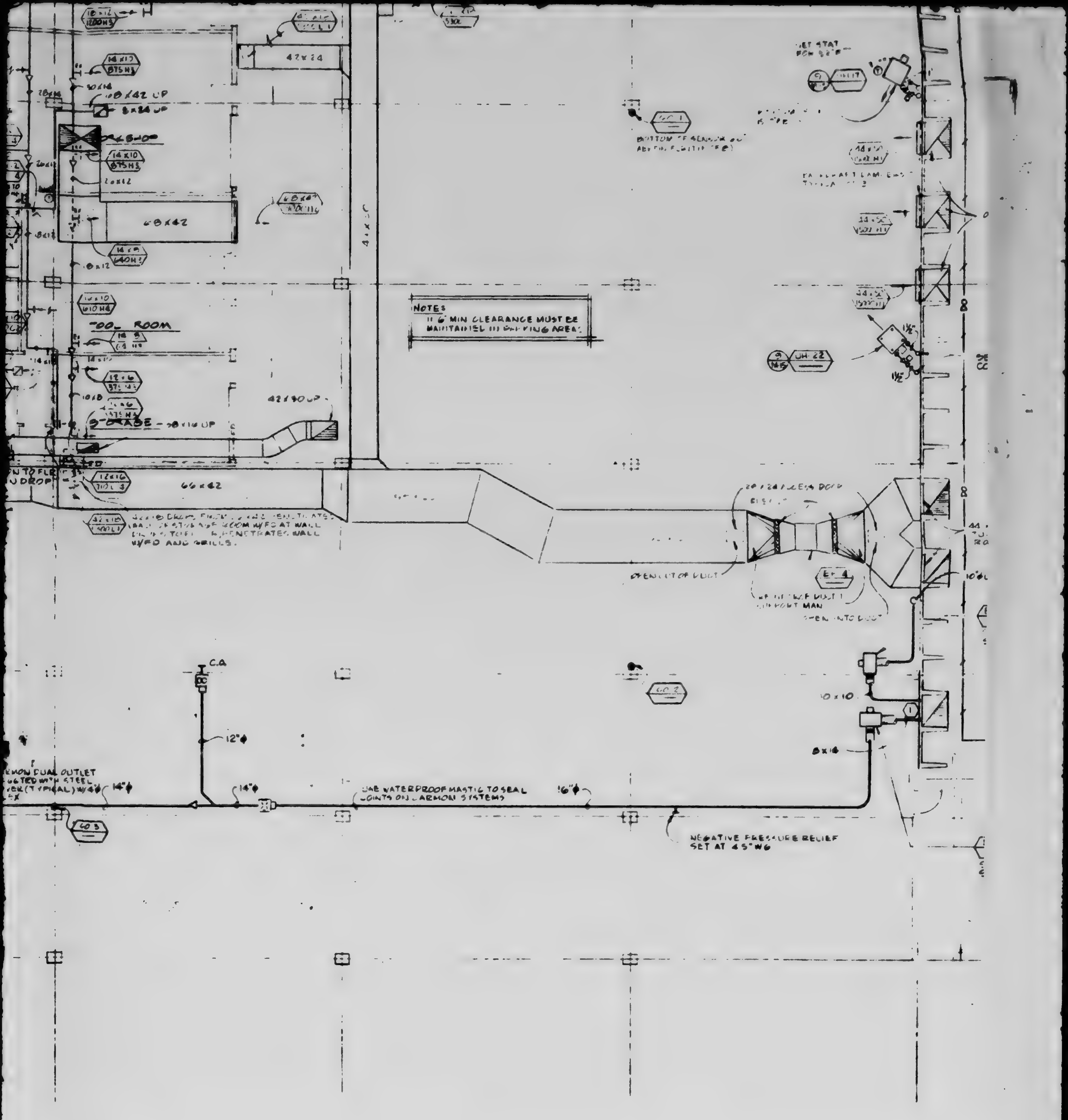

E
F
G
H
1
2
3
4
5
6
MATCH LINE
20'-0"
30'-0"
40'-0"
25'-0"
25'-0"
25'-0"
25'-0"
20'-0"
MOUNT RIGID TO 2ND FLOOR STRUCTURE
EF-36
2 M15
BACKDRAFT DAMPERS
18x16 1140L4
12 M15
EF-41
7 M15
AHU-8
AHU-9
30x20
20x12
48x24
32x20
44x26
36x14
24x18
36/18 DN
24x20
30x20
2"
1¼"
1½"
KEEP UNITS & DUCTWORK AS HIGH AS POSSIBLE W/ 11'6" MIN CLEAR ABV FIN FLR TYP ALL UNITS & DUCTWORK IN STORAGE ROOM
METHANE GAS PIT SEE PLBG. DWGS
INSULATED BASE
DN. TO FLR
18x16 1140H4
18x12 1200H3
30x12
36x14
18x16 1140L4
24x16 000H4
16x14
STORAGE
16x12
18x12 1200H3
20x16
20x6 DN TO FLR W/VD IN DROP
12x12 450L4
16x12 830H4
14x12 875H3
47x24
12x6 DN TO FLR W/VD IN DROP
30x14
18x42 UP
8x24 UP
SHOP
14x10 875H3
6x4 190C3
6x4 190C3
68x42
14x8 140H3
10x10 100C2
GRILLS IN DOORS BY OTHERS
OPEN ROOM
TOOL ROOM
6x4 190C3
10x10 100L4
12x6 875H4
STORAGE
42x30 UP
22"
52x42
66x42
12x4 DN TO FLR W/VD IN DROP
12x16 100L3
W/FD AND GRILLS
C.O.
C.O.


3
12x6 DN TO FLR W/VD IN DROP
16x8 290L4
6 4 190C3
12x6
22"ø
16x12 A30116
14x12 BTSH3
30x14
18x14
18x42 UP
8x24 UP
14x10 BTSH3
12x12 61 4
6 2
12x12
10x10 100C2
68x42
14x8 140H3
8x12
68x47
42x24
4
6 4 190C3
GRILLS IN DOORS BY OTHERS
10x8
GEN ROOM
6 4 190C3
ROOM
10x10 200C4
50C1
10x10 200C4
TOOL ROOM
12x6 BTSH4
10x8
STORAGE - 38x16 UP
42x30 UP
6 4 TYP
12x12 TYP
OFF
20'-0"
5
52x42
12x14 DN TO FLR W/VD IN DROP
12x16
66x42
20'-0"
6
C.O.
12"ø
C.O.
12"ø
16x18
20'-0"
7
10"ø
14"ø
14"ø
14"ø
CARMON DUAL OUTLET Nº 66TED WITH STEEL COVER (TYPICAL) W/4"ø FLEX
CARMON SINGLE OUTLET Nº 64TES WITH STEEL COVER (TYPICAL) W/4"ø FLEX
CO 3
20'-0"
COORDINATE DUCT LOCATION & CLEARANCE W/ELECT CONTR
8
MATCH LINE
36x24 300L1
30x24 DN TO 12" OFF FLOOR W/ BIRDSCREEN OVER OPNG HOLD TIGHT TO COL W/VOL DPR IN DROP
MATCH LINE

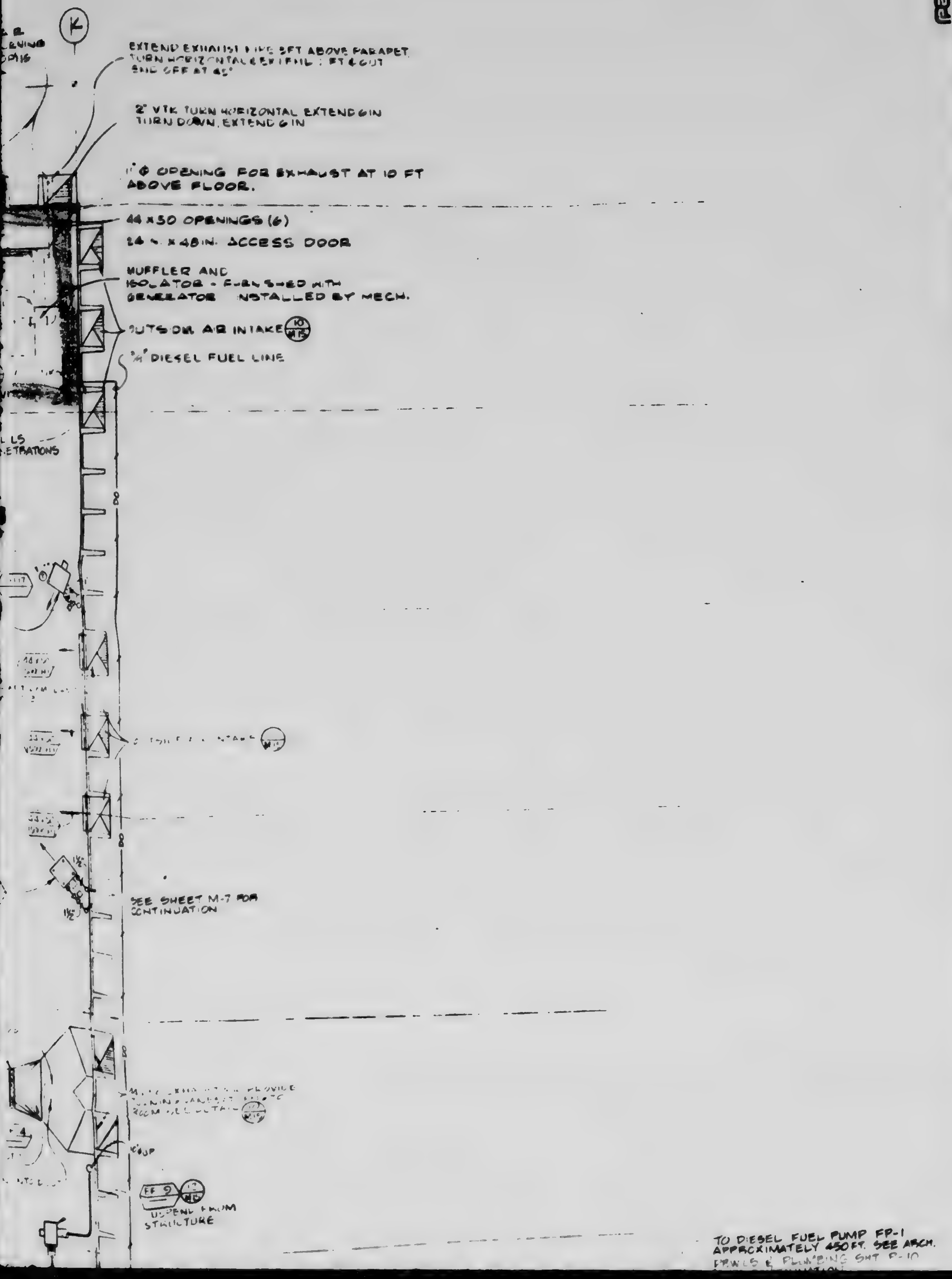

G
H
J
K
40'-0"
WELDED 6"Ø 16 GAGE STAINLESS STEEL DUCTWORK, FROM CONN. AT FLOOR TO TERMINATION 5 FT. ABOVE ROOF, INSULATE SAME AS DOMESTIC WATER.
40'-0"
EXTEND EXHAUST AIR 5FT ABOVE PARAPET THEN HORIZONTAL EXTEND 2FT & CUT END OFF AT 45°
SEE PLUMBING DRAWINGS FOR VENT.
10 M15 EXHAUST AIR PROVIDE TURNING VANES AT OPNG TO ROOM.
40'-0"
MOUNT RIGID TO 2ND FLOOR STRUCTURE
EF-30
4 M15
BACKDRAFT DAMPERS
18x16 1140L4
PLENUM - SHEET METAL TOP AT 8 FT. ABOVE FLOOR.
CLASS (A) - 3HR
11 M15
42x20
30x20
32x20
40x24
36x14
AHU-8
AHU-9
24x18
24x20
30x20
7 M15
METHANE GAS FT SEE PLBG.
INSULATED BASE
24x14 1000H4
EF 31
10 M15
42x24
EF-3
18x12 1200H8
18x16 1140H4
18x16 1140L4
STORAGE
16x12
18x12 1200H3
42x24
14x12 875H3
18x42 UP
8x24 UP
WORKSHOP
14x10 875H3
8x12
48x42
TOOL ROOM
STORAGE
42x30 UP
66x42
LINK-SEAL MODEL LS TYP ALL WALL PENETRATIONS
NOTES
1. 6' MIN CLEARANCE MUST BE MAINTAINED IN PARKING AREA.
9 M15
UH-2
EF 4
1 1/2"
C.O.
10x10


42x24
14x12
875H3
10x12
10x42 UP
8x24 UP
14x10
875H3
20x12
68x42
68x48
14x8
640H3
10x12
41x16
14x10
610H6
ROOM
14x9
14x10
12x6
875H3
10x18
42x30 UP
38x10 UP
12x16
710L3
66x42
42x18
WITH FD AT WALL
PENETRATES WALL
W/FD AND GRILLS.
NOTES
11-6" MIN CLEARANCE MUST BE
MAINTAINED IN PARKING AREA.
BOTTOM OF SENSOR
UH-22
E-4
OPEN OUT OF DUCT
SUPPORT MAN
OPEN INTO DUCT
1½"
1½"
C.A.
12"ϕ
DUAL OUTLET
WITH STEEL
14"ϕ
14"ϕ
USE WATERPROOF MASTIC TO SEAL
JOINTS ON CARMON SYSTEMS
16"ϕ
10x10
8x6
NEGATIVE PRESSURE BELIEF
SET AT 4.5" WG


10x12 1200HS
14x10 875HS
30x16
28x16
10x42 UP
8x24 UP
14x10 875HS
20x12
68x42
14x9 640HS
18x12
42x24
68x47
41x30
16x10 610HS
TOOL ROOM
14x5
12x6 375HS
10x8
12x6 375HS
GRADE - 38x16 UP
42x30 UP
NTO FLR
UDROP
12x16
66x42
NOTES
1) 6" MIN CLEARANCE MUST BE MAINTAINED IN PARKING AREA.
SET STAT FOR 32°F
BOTTOM OF SENSOR
GC 1
44x30
44x50
44x50
UH-22
1½"
1½"
8
8
OPEN OUT OF DUCT
EF 4
OPEN INTO DUCT
10x10
8x16
10"
C.A
12"ϕ
14"ϕ
14"ϕ
16"ϕ
GC 2
GC 3
USE WATERPROOF MASTIC TO SEAL JOINTS ON CARMON SYSTEMS
NEGATIVE PRESSURE RELIEF SET AT 4.5" WG
CARMON DUAL OUTLET
SUPPORT MAN

NOTES

① BLANK OFF UNUSED PORTION OF OPENING IN WALL W/SHT MTL


K
EXTEND EXHAUST PIPE 3FT ABOVE PARAPET. TURN HORIZONTAL & EXTEND 1 FT & CUT END OFF AT 45°
2" VTR TURN HORIZONTAL EXTEND 6 IN TURN DOWN, EXTEND 6 IN
1" Φ OPENING FOR EXHAUST AT 10 FT ABOVE FLOOR.
44 x 50 OPENINGS (6)
24 IN. x 48 IN. ACCESS DOOR
MUFFLER AND ISOLATOR - FURNISHED WITH GENERATOR INSTALLED BY MECH.
OUTSIDE AIR INTAKE 10/M15
3/4" DIESEL FUEL LINE
SEE SHEET M-7 FOR CONTINUATION
1½
1½
FF 2
SUSPEND FROM STRUCTURE
TO DIESEL FUEL PUMP FP-1 APPROXIMATELY 450 FT. SEE ARCH. DWGS & PLUMBING SHT P-10

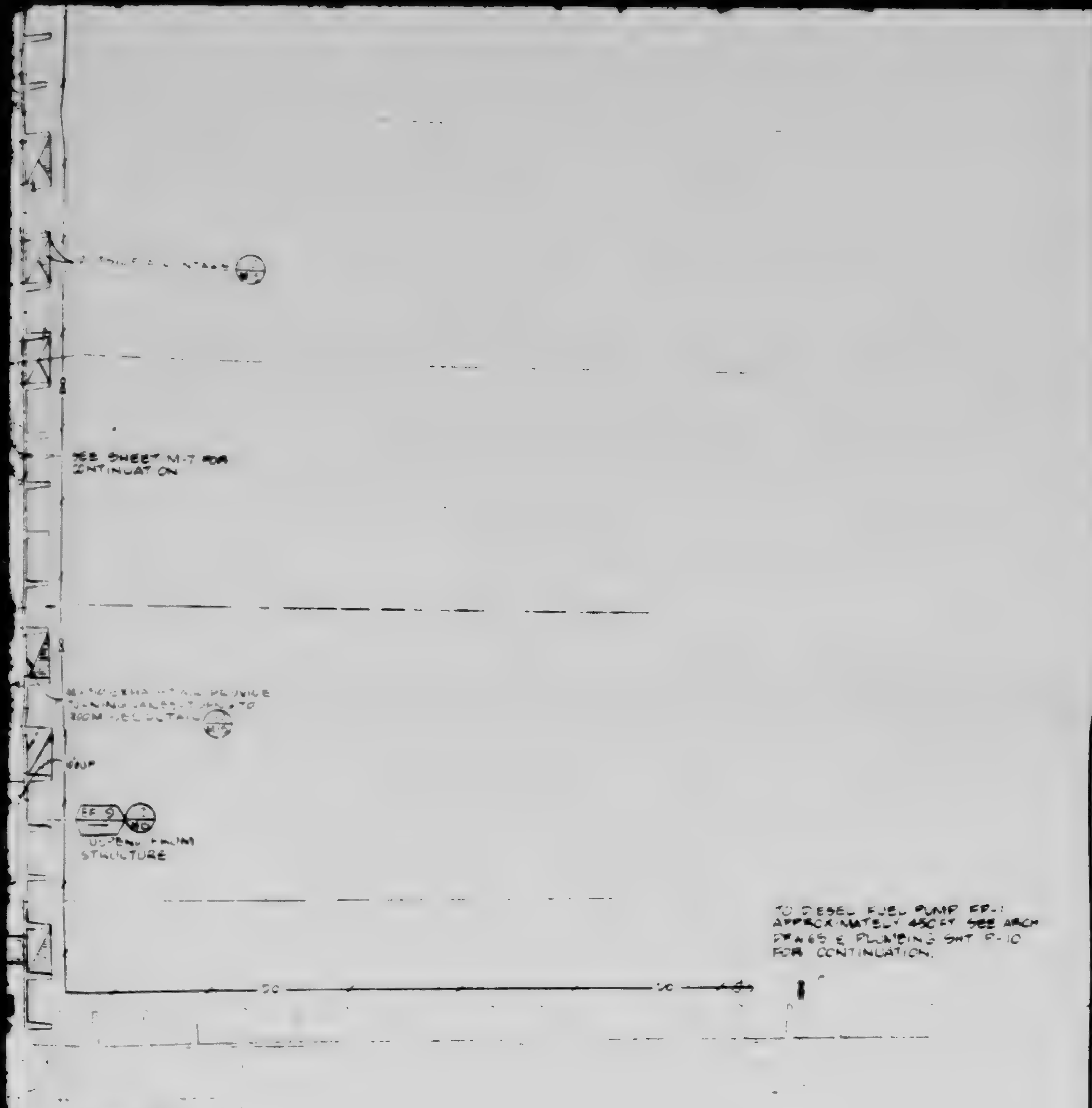
DATE APRIL 29, '80

JOB NO 9017-03

1/8" = 1'-0"

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 S.W. OAK PORTLAND, OREGON 97204

nty
ATIONS FACILITY
gon


SEE SHEET M-7 FOR CONTINUATION
SUSPEND FROM STRUCTURE
EF 9
SUSPEND FROM STRUCTURE
EF 23
12
M-12
TO DIESEL FUEL PUMP FP-1 APPROXIMATELY 450 FT. SEE ARCH DRWGS & PLUMBING SHT P-10 FOR CONTINUATION.
50
50
NORTH
B
B

PLAN BASEMENT (NE)

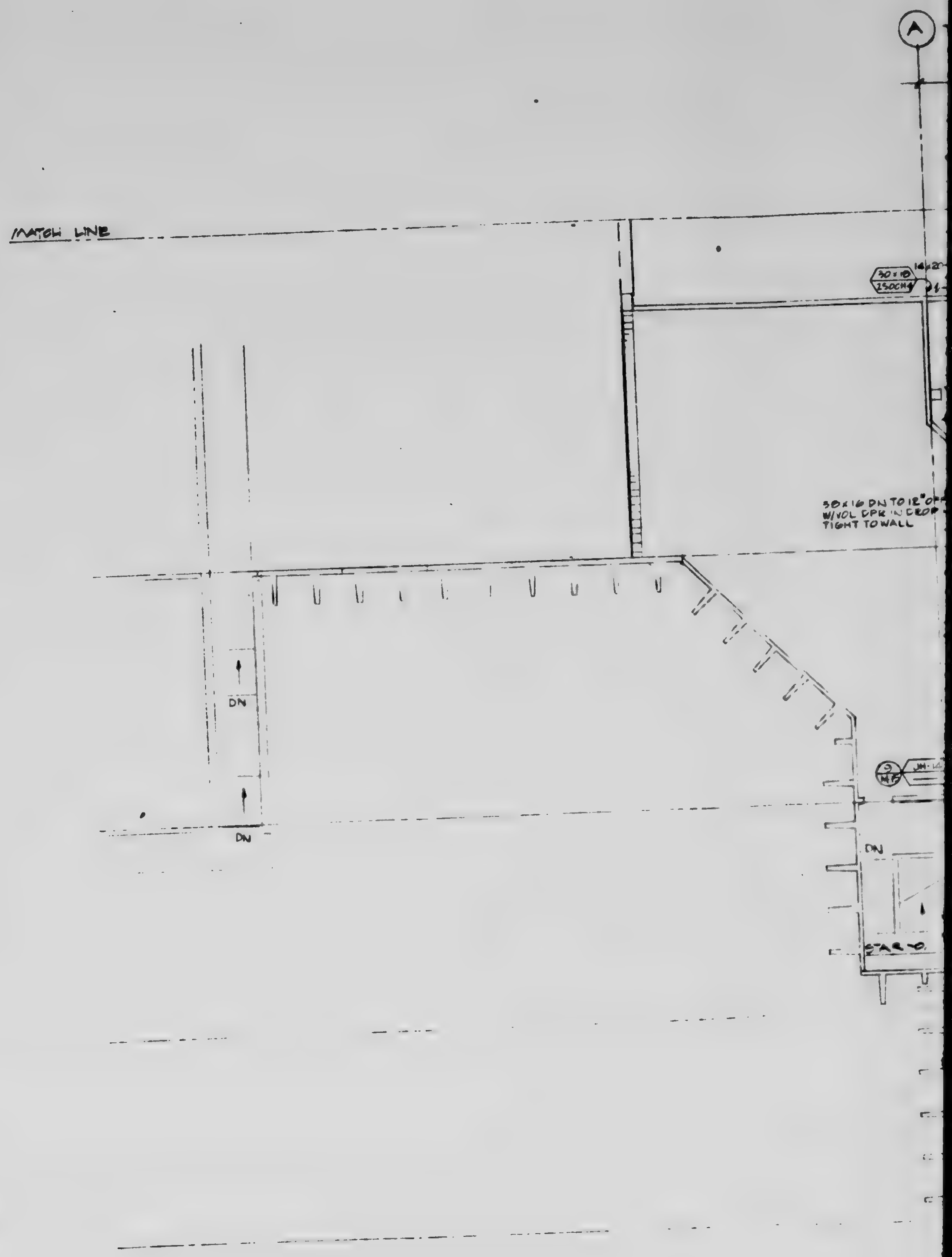
1/8" = 1'-0"

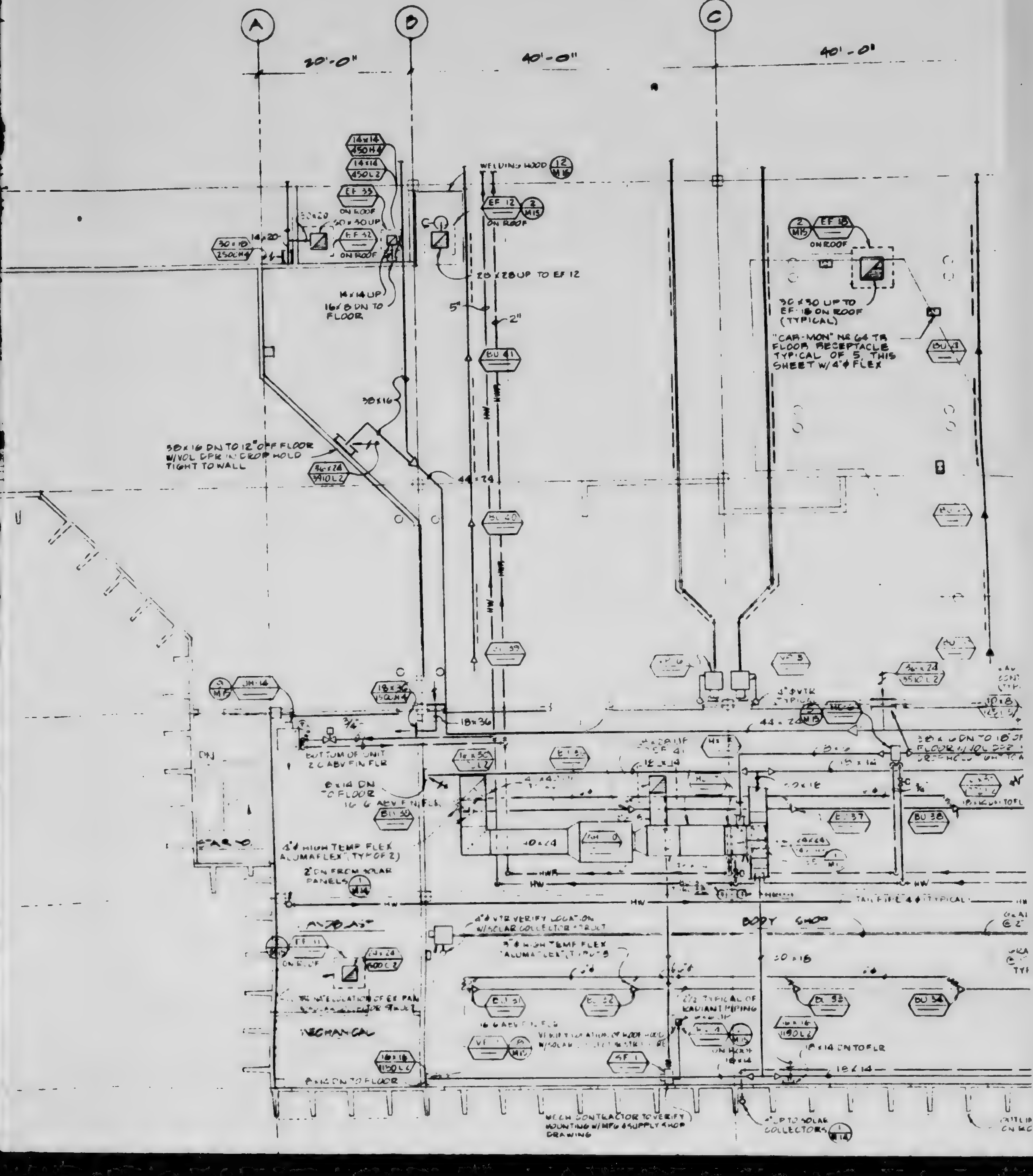
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 1111 SW OAK PORTLAND, OREGON 97205

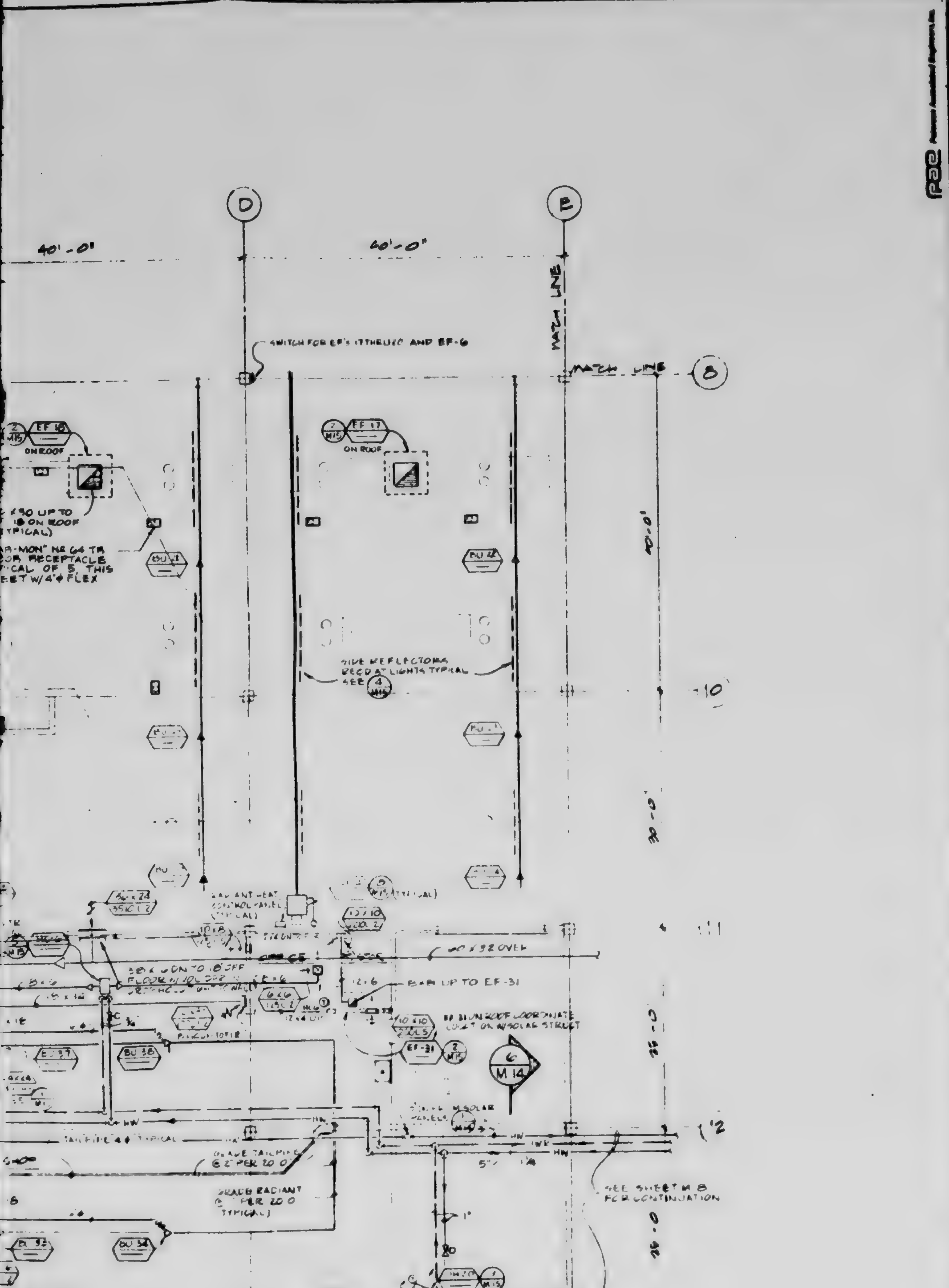
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

M3

OF 17


A
MATCH LINE
30 x 10
2300CM
14x20
30x16 DN TO 12" OF
W/VOL DPR IN DROP
TIGHT TO WALL
DN
DN
9
M1
JH-14
DN
STAR-O.


A
B
C
20'-0"
40'-0"
40'-0"
14x14
450H4
14x14
450L2
EF 33
ON ROOF
30x20
30x30 UP
EF 32
ON ROOF
30x10
250CH4
14x20
14x14 UP
16x8 DN TO FLOOR
WELDING HOOD
12
M15
EF 12
2
M15
ON ROOF
20x28 UP TO EF 12
5"
2"
BU 41
HW
38x16
38x16 DN TO 12" OFF FLOOR W/VOL DPR IN DROP HOLD TIGHT TO WALL
36x24
3910L2
44x24
BU 40
BU 39
2
M15
EF 18
ON ROOF
30x30 UP TO EF-18 ON ROOF (TYPICAL)
"CAR-MON" No 64 TR FLOOR RECEPTACLE TYPICAL OF 5 THIS SHEET W/4"ϕ FLEX
VP 5
3" ϕ VTR TYPICAL
36x24
3510L2
44x24
JH-14
18x36
150CH4
18x36
3/4"
BOTTOM OF UNIT 2'-0" ABV FIN FLR
8x14 DN TO FLOOR 16'-6" ABV FIN FLR
BU 30
DN
4"ϕ HIGH TEMP FLEX ALUMAFLEX (TYP OF 2)
2" DN FROM SOLAR PANELS
1
M14
40x24
HWR
HW
12x14
15x14
30x18
EF 37
BU 38
TAILPIPE 4"ϕ (TYPICAL)
BODY SHOP
4"ϕ VTR VERIFY LOCATION W/SOLAR COLLECTOR STRUCT
5"ϕ HIGH TEMP FLEX "ALUMAFLEX" (TYP OF 5)
30x16
EF 11
ON ROOF
24x24
600L2
BU 31
BU 32
BU 33
BU 34
16'-6" ABV FIN FLR
2 1/2" TYPICAL OF RADIANT PIPING
MECHANICAL
VF 1
M15
VERIFY LOCATION OF HOOD W/SOLAR COLLECTOR STRUCTURE
SF 1
16x16
1150L2
ON ROOF
18x14
18x14 DN TO FLR
18x14
16x16
1150L2
DN TO FLOOR
MECH CONTRACTOR TO VERIFY MOUNTING W/MFG & SUPPLY SHOP DRAWING
UP TO SOLAR COLLECTORS
1
M14


D
E
40'-0"
40'-0"
MATCH LINE
MATCH LINE
8
SWITCH FOR EF'S 17 THRU 20 AND EF-6
EF 16
ON ROOF
EF 17
ON ROOF
M15
30 UP TO
ON ROOF
(TYPICAL)
"-MON" NE 64 TR
FOR RECEPTACLE
TYPICAL OF 5. THIS
SHEET W/4'Ø FLEX
BU-1
BU-2
BU-3
BU-4
20'-0"
SIDE REFLECTORS
REQD AT LIGHTS TYPICAL
SEE 4 M15
10
30'-0"
RADIANT HEAT
CONTROL PANEL
(TYPICAL)
11
20 X 32 OVER
8X8 UP TO EF-31
EF-31 ON ROOF COORDINATE
LOCATION W/SOLAR STRUCT
EF-31
6 M14
EF-37
BU 38
HW
TAILPIPE 4Ø TYPICAL
GRADE TAILPIPE
@ 2" PER 20'0"
GRADE RADIANT
@ " PER 20'0"
(TYPICAL)
12
SEE SHEET M 8
FOR CONTINUATION
BU 34
8X14 ON TO FLR
15 X 14
HWR
16X16
16X16 ON TO FLR
COORDINATE LOCATION W/
PAINT BOOTH DUCTING
13
OUTLINE OF SOLAR COLLECTORS
ON ROOF SEE PLAN
1 M14
SOLAR
COLLECTORS
30'-0"
30'-0"

PAE

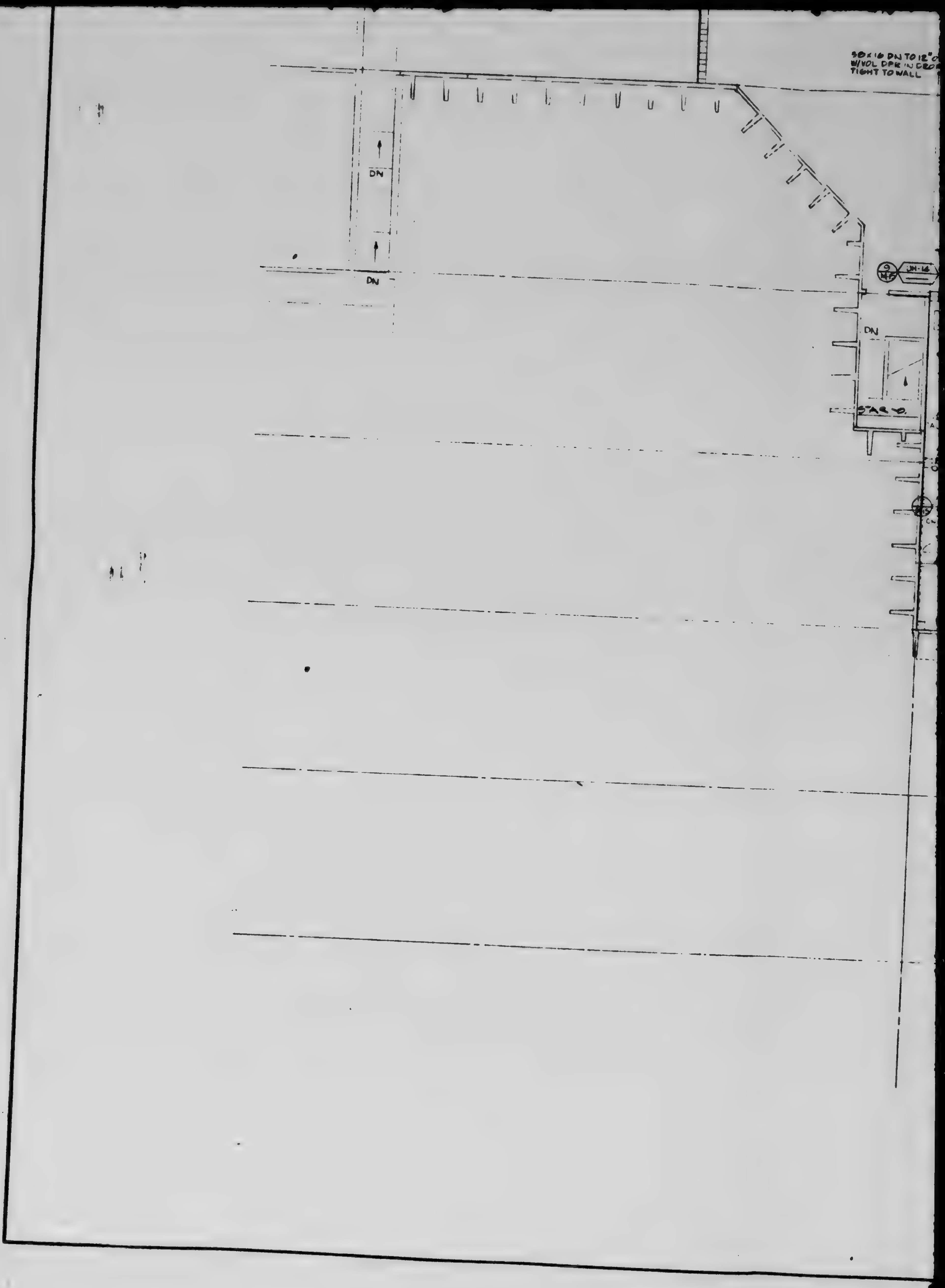
DATE APRIL 29, 1980

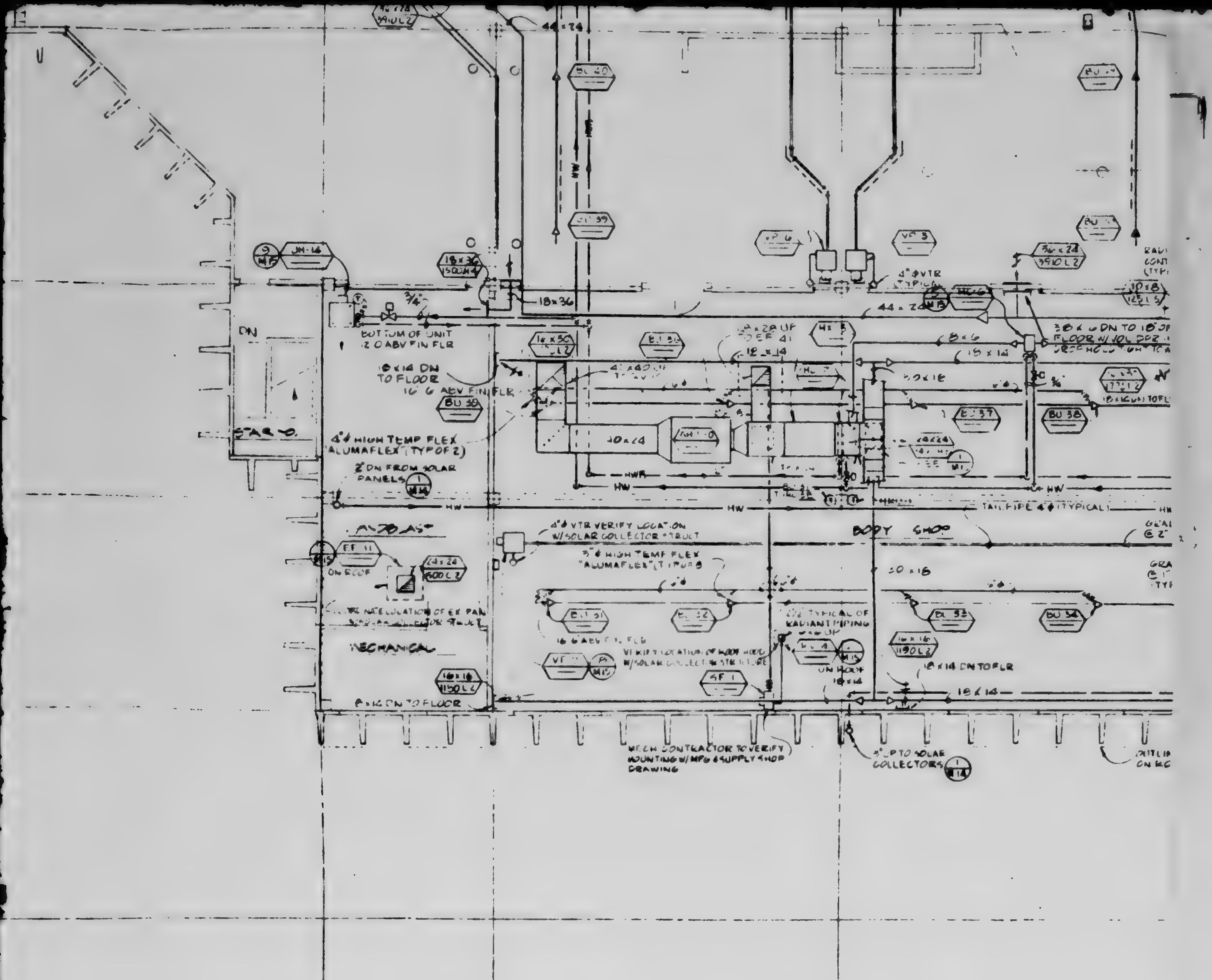
JOB NO 927.05

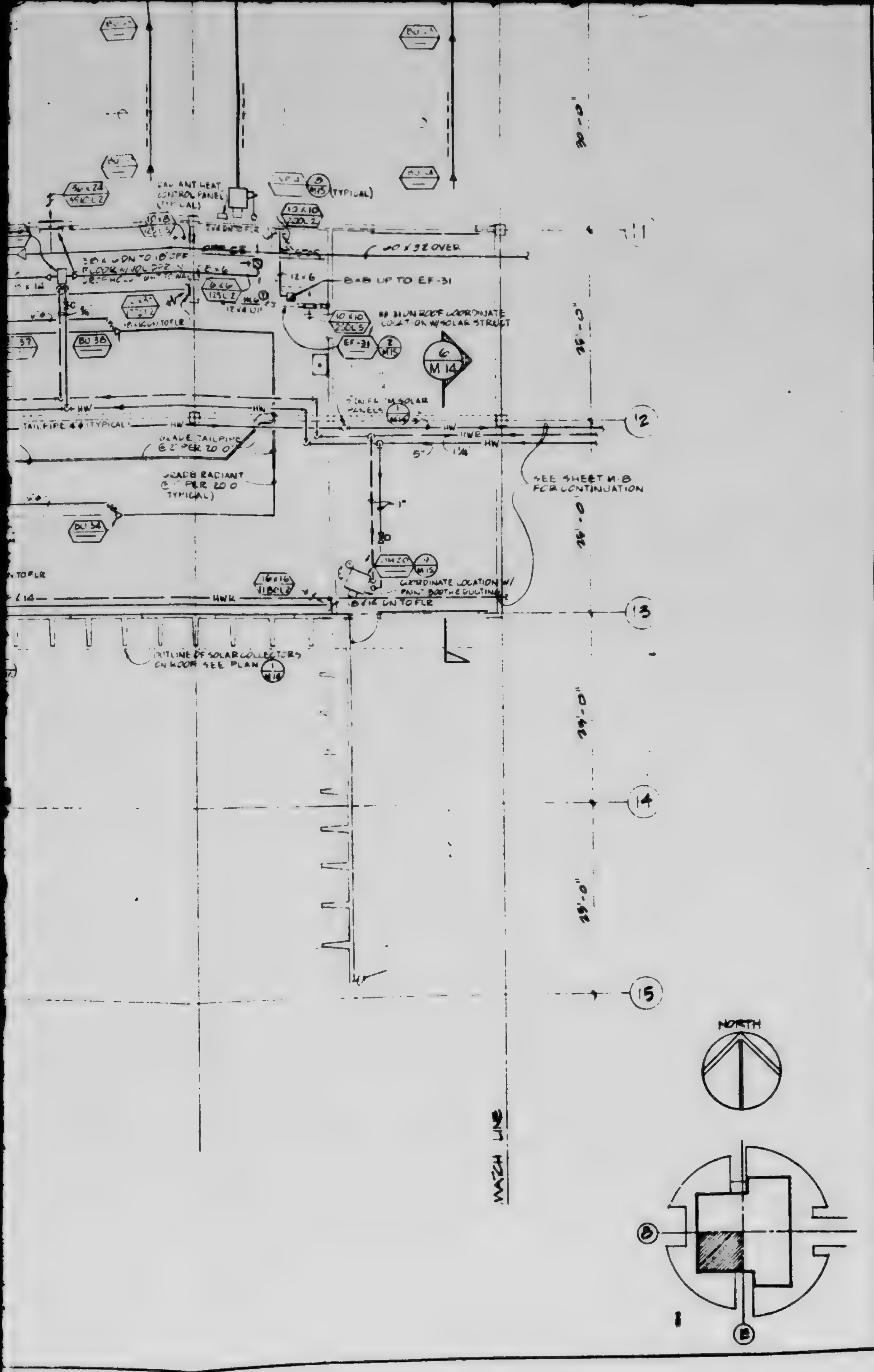
1/8" = 1'-0"

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 1115 SW OAK PORTLAND, OREGON 97205

County
ERATIONS FACILITY
, Oregon


30x16 DN TO 12"
W/VOL DPR IN CRO
TIGHT TO WALL
DN
DN
9
M-
JH-14
DN
STAR'D.


44 x 24
BU 40
HW
BU 39
JH-14
18 x 36
18x36
3/4"
BOTTOM OF UNIT
12 0 ABV FIN FLR
16 x 14 DN
TO FLOOR
16' 6 ABV FIN FLR
BU 36
DN
STAIR
4" ø HIGH TEMP FLEX
"ALUMAFLEX" (TYP OF 2)
2" DN FROM SOLAR
PANELS
BU 36
30 x 24
HWR
HW
VP 6
VP 3
4" ø VTR
TYPICAL
44 x 24
36 x 24
3910 L2
10 x 8
125 L S
30 x 6 DN TO 10'
FLOOR W/ 10L
8 x 6
18 x 14
30 x 16
BU 37
BU 38
TAILPIPE 4" ø (TYPICAL)
BODY SHOP
4" ø VTR VERIFY LOCATION
W/SOLAR COLLECTOR STRUCT
3" ø HIGH TEMP FLEX
"ALUMAFLEX" (TYP OF 8)
EF 11
ON ROOF
24 x 24
600 L 2
MECHANICAL
16 x 16
1150 L 2
8 x 6 DN TO FLOOR
BU 31
BU 32
BU 33
BU 34
30 x 16
TYPICAL OF
RADIANT PIPING
VERIFY LOCATION OF ROOF HOOD
W/SOLAR COLLECTOR STRUCTURE
SF 1
ON ROOF
16 x 16
1190 L 2
18 x 14 DN TO FLR
18 x 14
MECH CONTRACTOR TO VERIFY
MOUNTING W/ MFG & SUPPLY SHOP
DRAWING
3" UP TO SOLAR
COLLECTORS



BU 38
BU 34
EF-31
6 M 14
12 x 6
B&B UP TO EF-31
EF-31 ON ROOF COORDINATE LOCATION W/SOLAR STRUCT
20 x 32 OVER
TYPICAL
HW
HWR
TAILPIPE (TYPICAL)
GRADE TAILPIPE @ 2" PER 20'-0"
GRADE RADIANT @ 2" PER 20'-0" (TYPICAL)
SEE SHEET M-8 FOR CONTINUATION
COORDINATE LOCATION W/ PAINT BOOTH & DUCTING
16 x 16 DN TO FLR
OUTLINE OF SOLAR COLLECTORS ON ROOF SEE PLAN 1 M14
30'-0"
25'-0"
25'-0"
25'-0"
25'-0"
12
13
14
15
MATCH LINE
NORTH
B
E

1/8" = 1'-0"

PLAN, FIRST FLOOR (SW)

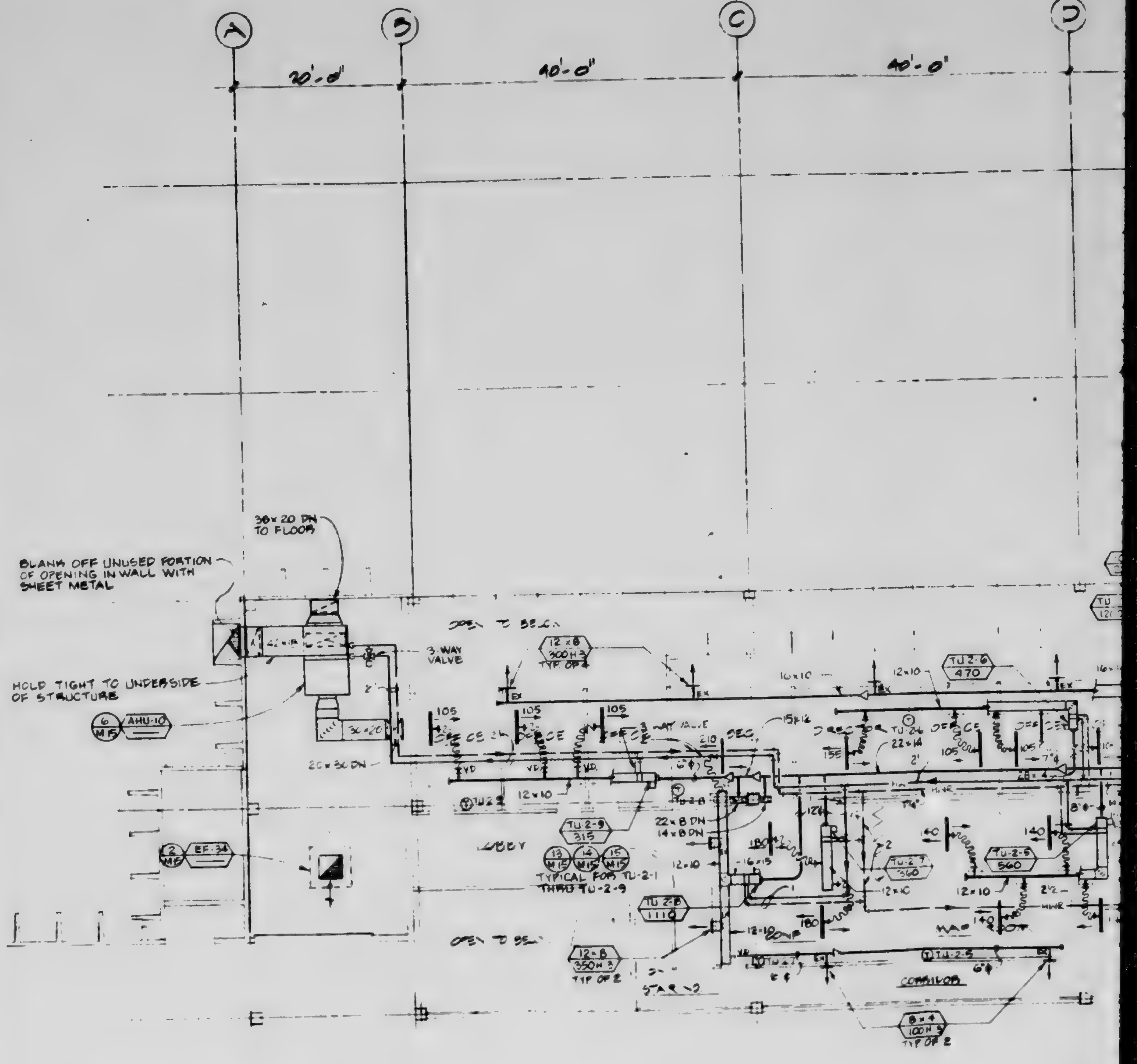
Multnomah County

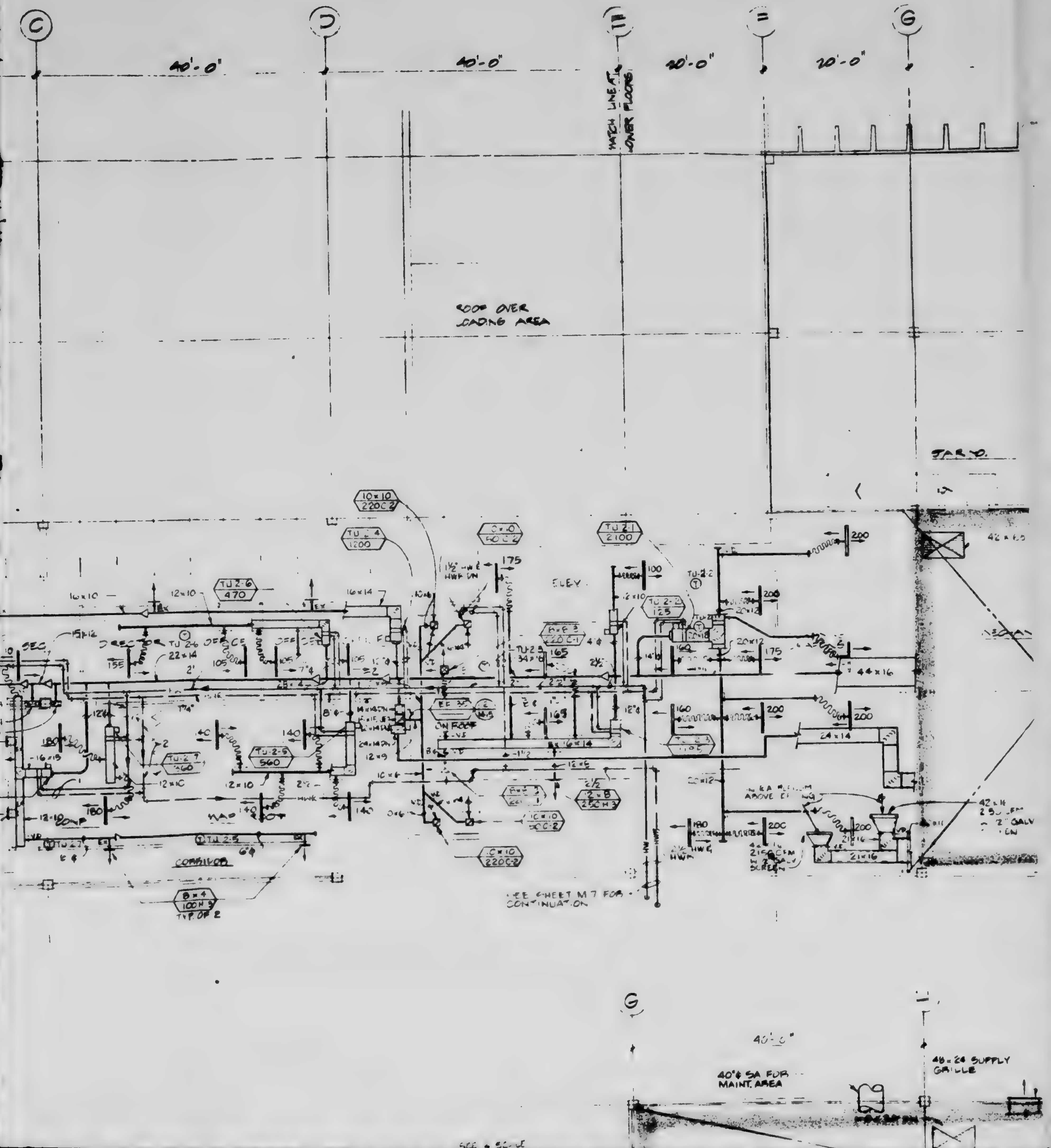
MAINTENANCE AND OPERATIONS FACILITY

Multnomah County, Oregon

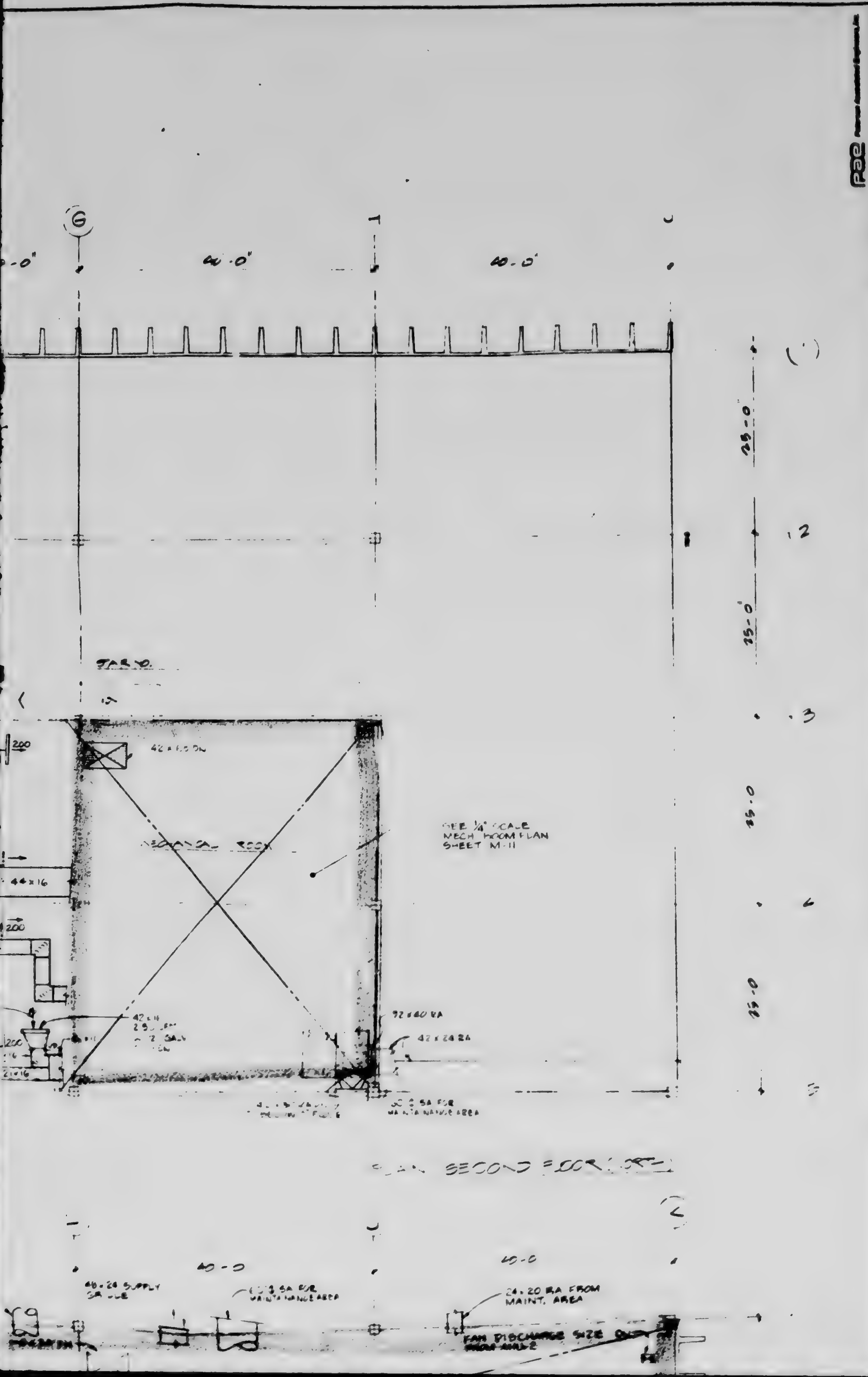
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A.
111 SW OAK
PORTLAND, OREGON 97204

M9
of 17 sheets


A
B
C
D
20'-0"
40'-0"
40'-0"
BLANK OFF UNUSED PORTION OF OPENING IN WALL WITH SHEET METAL
38×20 DN TO FLOOR
3-WAY VALVE
HOLD TIGHT TO UNDERSIDE OF STRUCTURE
6 / M15
AHU-10
42×18
30×20
20×30 DN
2
EX
OPEN TO BELOW
12×8 / 300 H 3 / TYP OF 4
105
105
105
OFFICE
OFFICE
3-WAY VALVE
VD
12×10
TU-2-9
TU-2-9 / 315
13 / M15
14 / M15
15 / M15
TYPICAL FOR TU-2-1 THRU TU-2-9
2 / M15
EF-34
LOBBY
OPEN TO BELOW
12×8 / 350 H 3 / TYP OF 2
STAIR
16×10
12×10
TU-2-6 / 470
15×12
210
SEC
6"ø
DIRECTOR
TU-2-6
22×14
2'
OFFICE
OFFICE
105
105
7"ø
15E
HW
HWR
22×8 DN
14×8 DN
12×10
16×15
124
180
TU-2-7 / 360
TU-2-8 / 1110
12×10
CONF
180
140
140
TU-2-5 / 560
12×10
12×10
2½
8"ø
HWR
WAITING
140
TU-2-7
TU-2-5
6"ø
CORRIDOR
8×4 / 100 H 3 / TYP OF 2
TU
16×


C
J
H
=
G
40'-0"
40'-0"
20'-0"
20'-0"
MATCH LINE AT LOWER FLOORS
ROOF OVER LOADING AREA
JAR'D.
10×10
220C-2
TU-2-4
1200
C×10
40C-2
TU-2-1
2100
TU-2-6
470
16×10
12×10
16×14
1½" HWS
HWR UN
175
ELEV.
100
TU-2-2
TU-2-2
125
200
20×12
H×8 3
220C-1
4'φ
TU-2-3
34×10
165
2½
14'φ
160
175
44×16
42×65
SEC.
15×12
DIRECTOR
TU-2-6
OFFICE
OFFICE
22×14
2'
105
105
105
7"φ
12"φ
2
15E
10
25×4
14'φ
EF 3C
ON ROOF
16×14
8'φ
12×9
24×14
12×4
165
12"φ
160
200
200
TU-2-3
1105
24×14
180
-16×15
12"φ
140
140
TU-2-7
360
TU-2-5
560
12×1C
12=10
2½
HWR
10×6
1½
12×6
2½
12×8
250H-3
H×8 2
220C-1
10×10
50C-2
C×10
220C-2
180
12×10
COMP
140
140
WAO
TU-2-7
TU-2-5
6'φ
CORRIDOR
8×4
100H-3
TYP. OF 2
SEE SHEET M 7 FOR CONTINUATION
20×12
AREA PLENUM ABOVE CEILING
180
2½ HWS
HWR
200
200
21×16
21×16
42×16
2150 CFM
W/ 2" GALV SCREEN
42×16
2" GALV SCREEN
G
40'-0"
40'φ SA FOR MAINT. AREA
48×24 SUPPLY GRILLE

SCC 4 SCALE


G
40'-0"
40-0
40-0
25-0
2
25-0
3
25-0
4
25-0
5
42x60 DN
200
MECHANICAL ROOM
44x16
200
SEE 1/4" SCALE
MECH ROOM PLAN
SHEET M-11
92x60 RA
42x24 RA
PLAN SECOND FLOOR
40-0
40-0
40x24 SUPPLY GRILLE
24x20 RA FROM MAINT. AREA
FAN DISCHARGE SIZE
FROM ABOVE

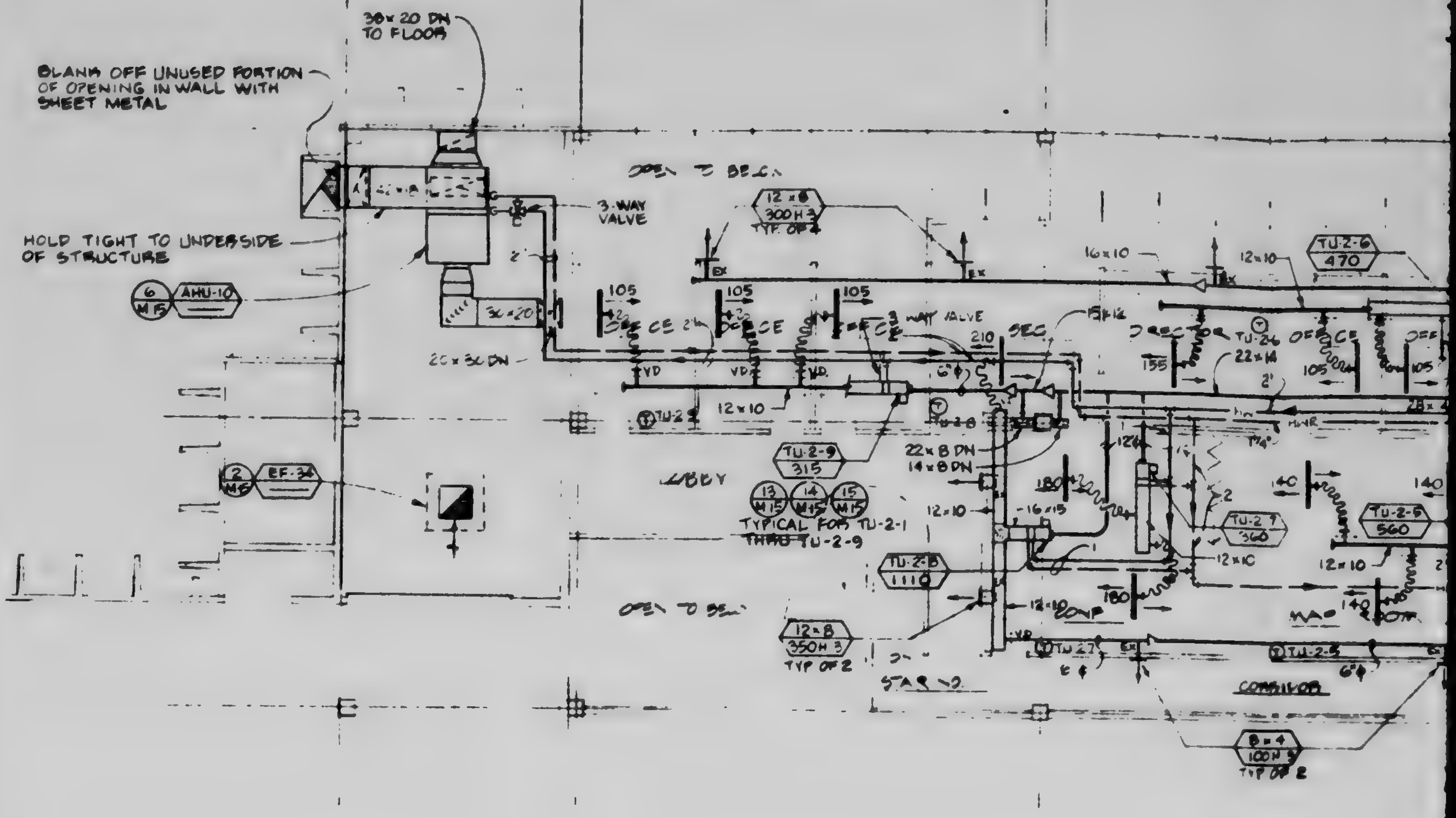
APR. 20 '80

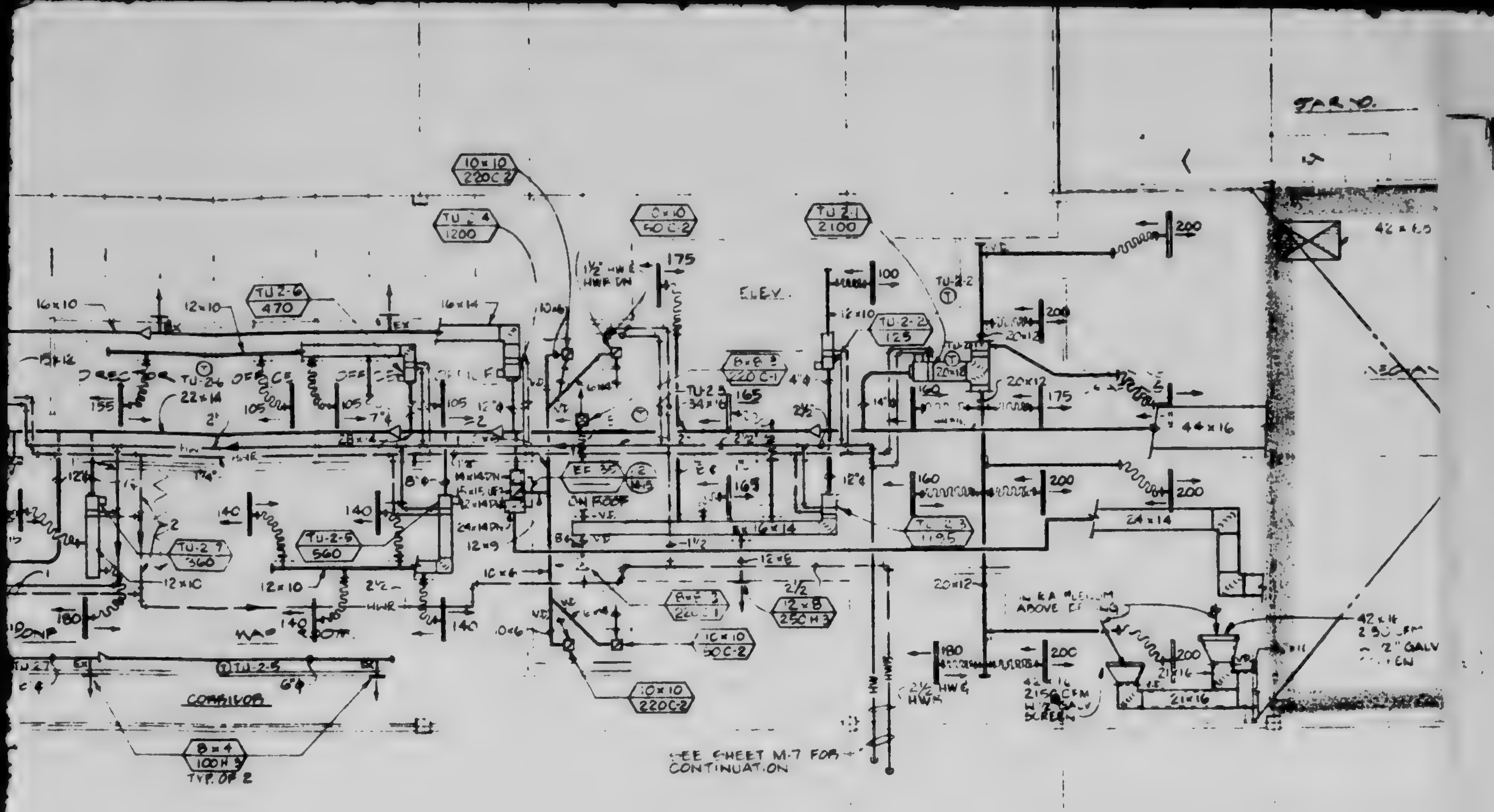
9017-05

1/8" = 1'-0"

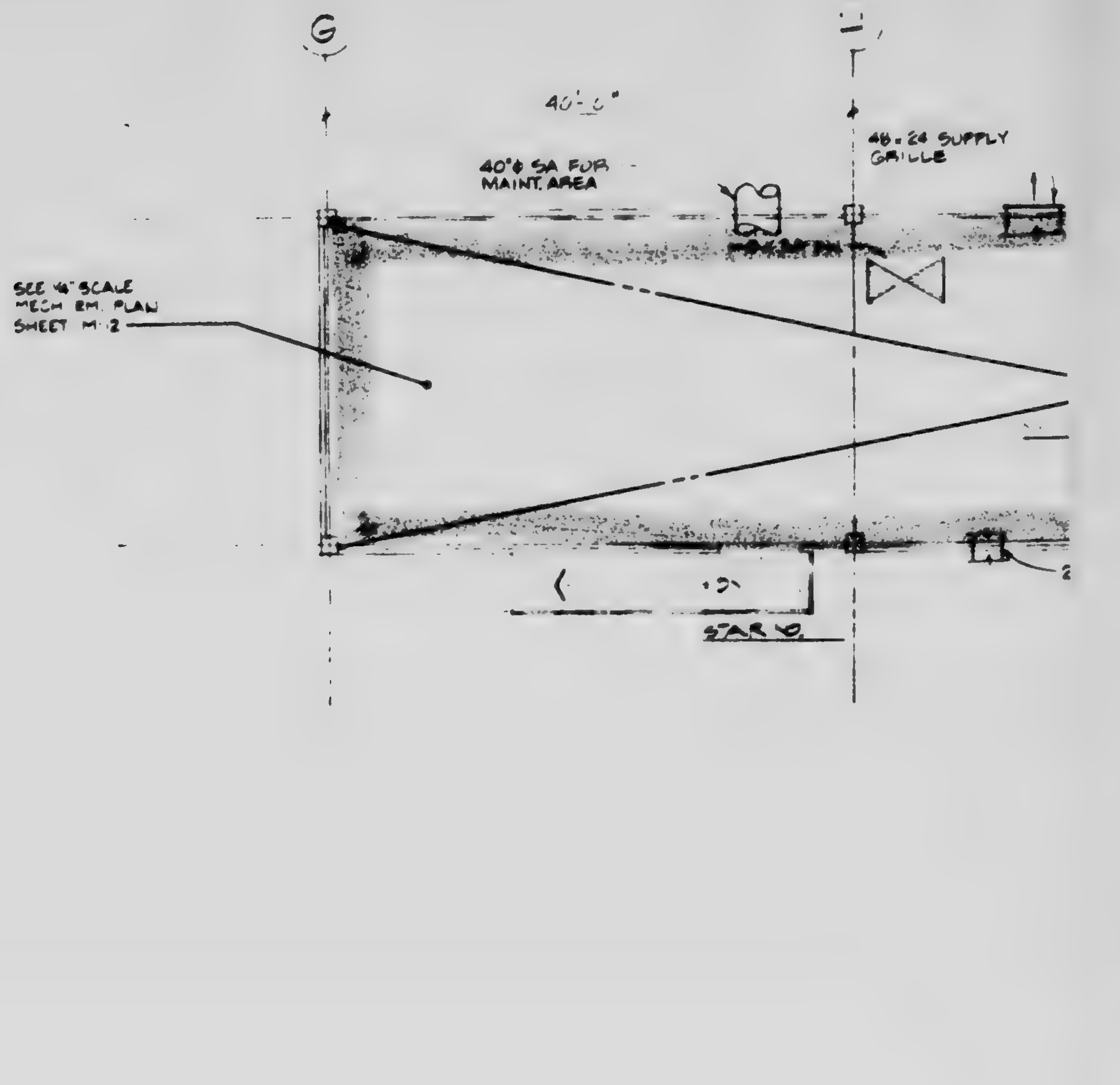
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 1115 SW OAK PORTLAND, OREGON 97205

County
ERATIONS FACILITY
Oregon

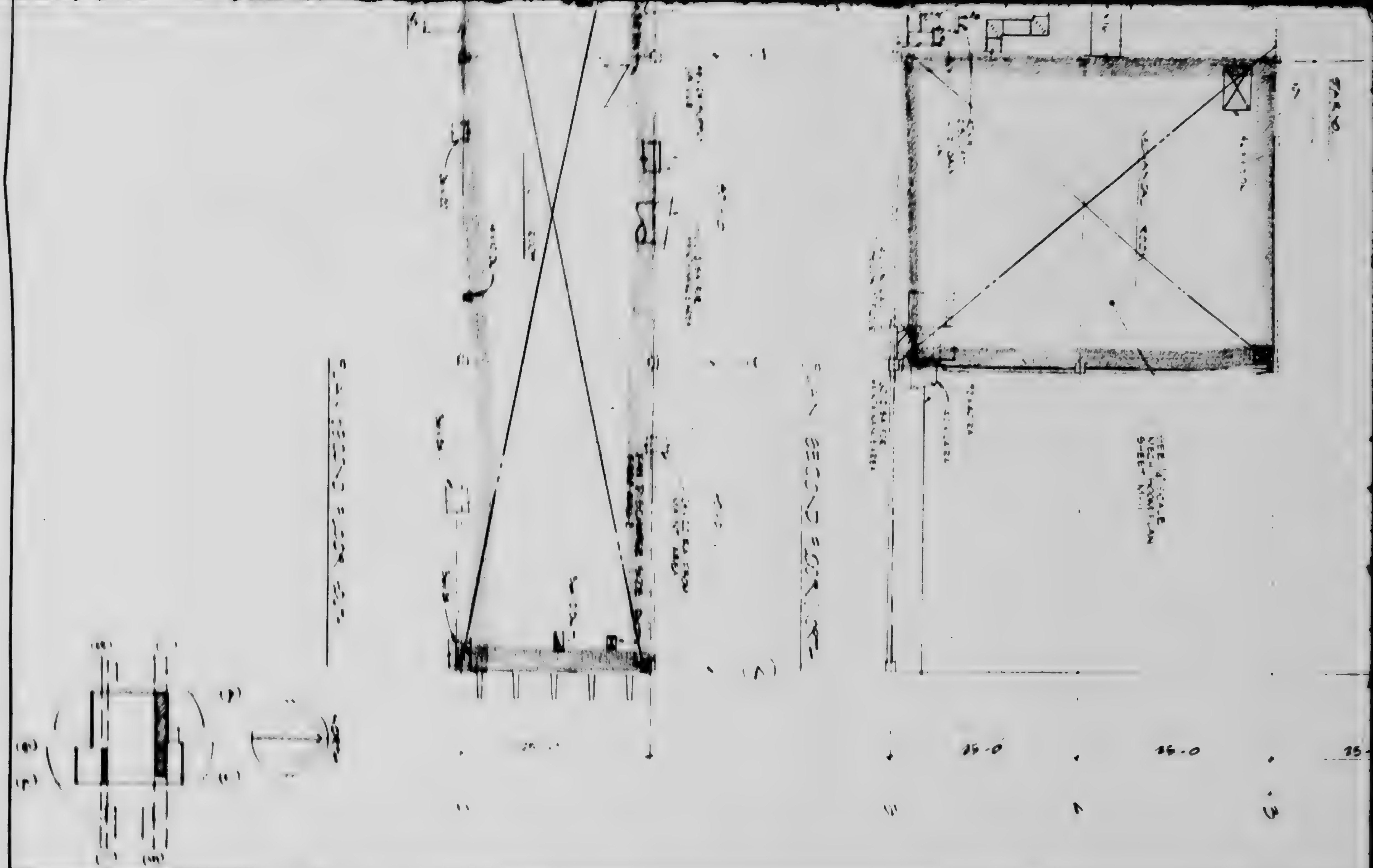

38×20 DN TO FLOOR
BLANK OFF UNUSED PORTION OF OPENING IN WALL WITH SHEET METAL
3-WAY VALVE
HOLD TIGHT TO UNDERSIDE OF STRUCTURE
6 M15 AHU-10
2 M15 EF-34
36×20
20×30 DN
2"
OPEN TO BELOW
12×8 300H 3 TYP OF 4
EX
105
OFFICE
VD
12×10
TU-2-9 315
13 M15 14 M15 15 M15
TYPICAL FOR TU-2-1 THRU TU-2-9
LOBBY
3 WAY VALVE
210
SEC.
15×12
6"φ
TU-2-8
22×8 DN
14×8 DN
16×15
TU-2-B 1110
12×8 350H 3 TYP OF 2
OPEN TO BELOW
STAIR NO.
16×10
TU-2-6 470
DIRECTOR
TU-26 OFFICE
22×14
155
2"
HW
HWR
1¼"
28×
180
12×10
TU-2-7 360
12×10
CONF
140
TU-2-5 560
MAIL ROOM
TU-2-7
TU-2-5
CORRIDOR
8×4 100H 3 TYP OF 2



10×10 220C-2
TU-2-4 1200
10×10 50C-2
TU-2-1 2100
1½" HWR & HWS DN
175
ELEV.
100
TU-2-2
200
16×10
12×10
TU-2-6 470
16×14
EX
DIRECTOR
OFFICE
OFFICE
OFFICE
TU-2-6 22×14
155
105
105
105
TU-2-3 34×16
165
8×8 220C-1
TU-2-2 125
20×12
175
44×16
EF 35 ON ROOF
12×14 DN
15×15 UP
12×9
24×14 DN
8×6
160
200
200
24×14
TU-2-3 1195
TU-2-7 360
TU-2-5 560
140
140
12×10
12×6
12×6
10×6
2½
HWR
140
180
8×8 220C-1
12×8 250H3
10×10 50C-2
10×10 220C-2
20×12
IN RA PLENUM ABOVE CEILING
180
HWG
2½ HWR
200
42×16 2150 CFM W/ 2" GALV SCREEN
21×16
21×16
42×16 2150 CFM 2" GALV SCREEN
42×60
TU-2-5
CORRIDOR
8×4 100H3 TYP. OF 2
SEE SHEET M-7 FOR CONTINUATION
STAIR



G
40'-0"
40"Ø SA FOR MAINT. AREA
48×24 SUPPLY GRILLE
SEE ¼" SCALE MECH RM. PLAN SHEET M-2
STAIR


SEE ¼" SCALE
MECH. ROOM PLAN
SHEET M-11
MECHANICAL ROOM
PLAN SECOND FLOOR NORTH
PLAN SECOND FLOOR SOUTH
35-0
35-0
35-0

PLAN SECOND FLOOR

1/8" = 1'-0"

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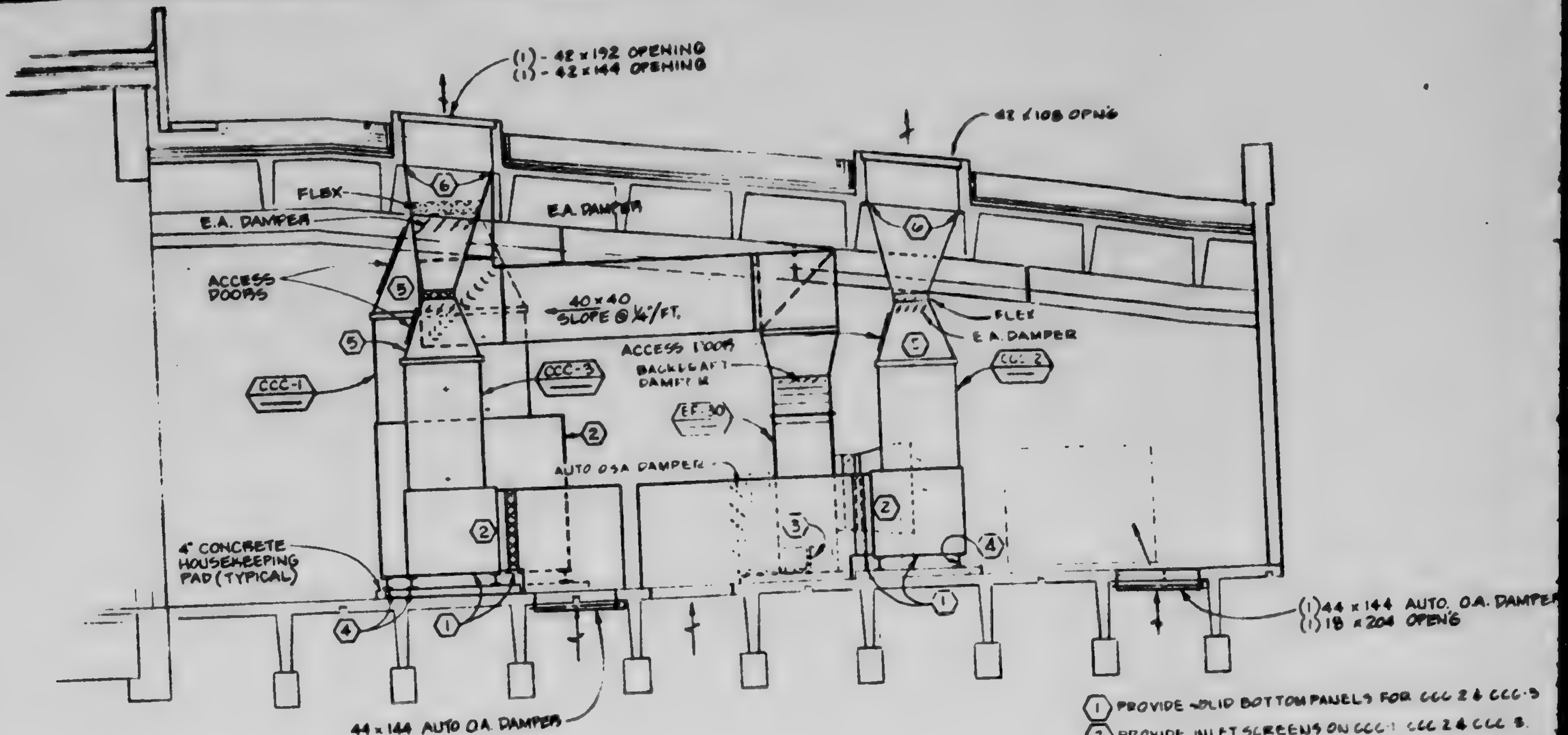
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204


(1) - 42 x 192 OPENING
(1) - 42 x 144 OPENING
42 x 108 OPN'G
FLEX
E.A. DAMPER
E.A. DAMPER
ACCESS DOORS
40 x 40
SLOPE @ 1/4"/FT.
ACCESS DOOR
BACKDRAFT DAMPER
FLEX
E.A. DAMPER
CCC-1
CCC-3
CCC-2
EF-30
AUTO OSA DAMPER
4" CONCRETE HOUSEKEEPING PAD (TYPICAL)
(1) 44 x 144 AUTO. O.A. DAMPER
(1) 18 x 204 OPEN'G
44 x 144 AUTO O.A. DAMPER

① PROVIDE SOLID BOTTOM PANELS FOR CCC 2 & CCC-3

② PROVIDE INLET SCREENS ON CCC-1 CCC 2 & CCC 3.

③ 1½" SCROLL DRAIN FOR EXHAUST FAN EF 30 DRAIN TO OV

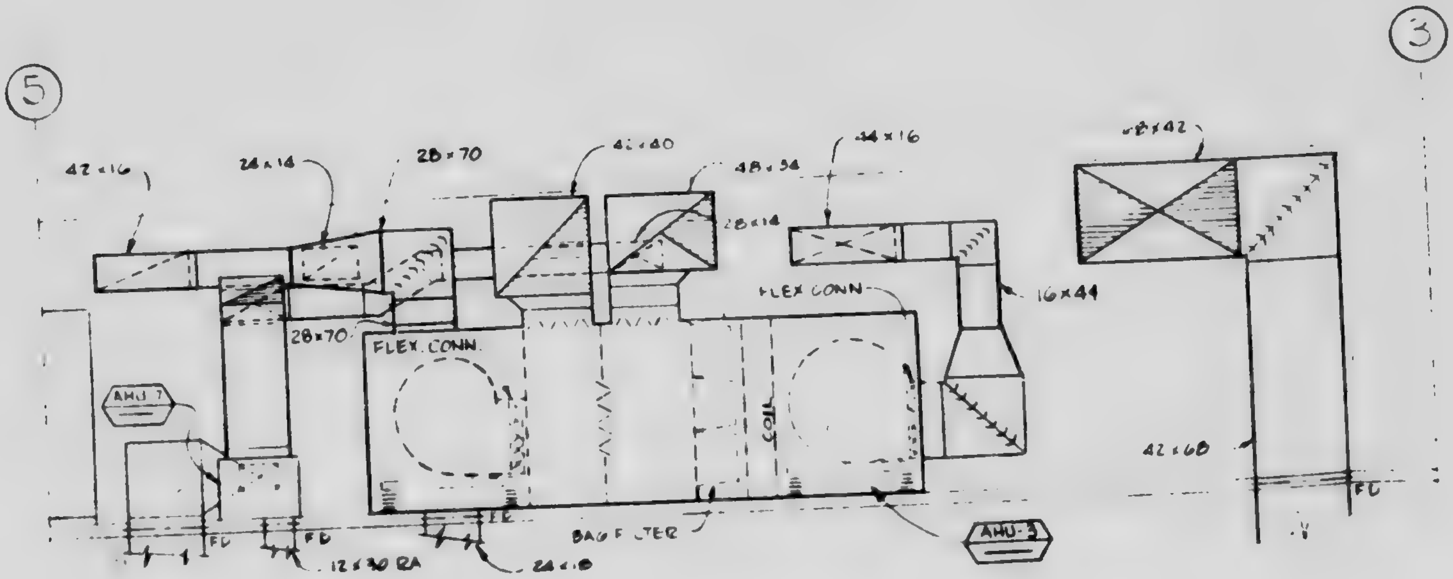
④ 12" WF STRUCTURAL STEEL SUPPORT ANCHOR TO UNIT
MANUFACTURERS RECOMMENDATIONS

⑤ DISCHARGE HOOD W/DAMPER PROVIDED WITH UNIT BY S

⑥ ANCHOR SHEET MTL DUCT TO STRUCTURE & PROVIDE WATE
ON ALL FOUR SIDES

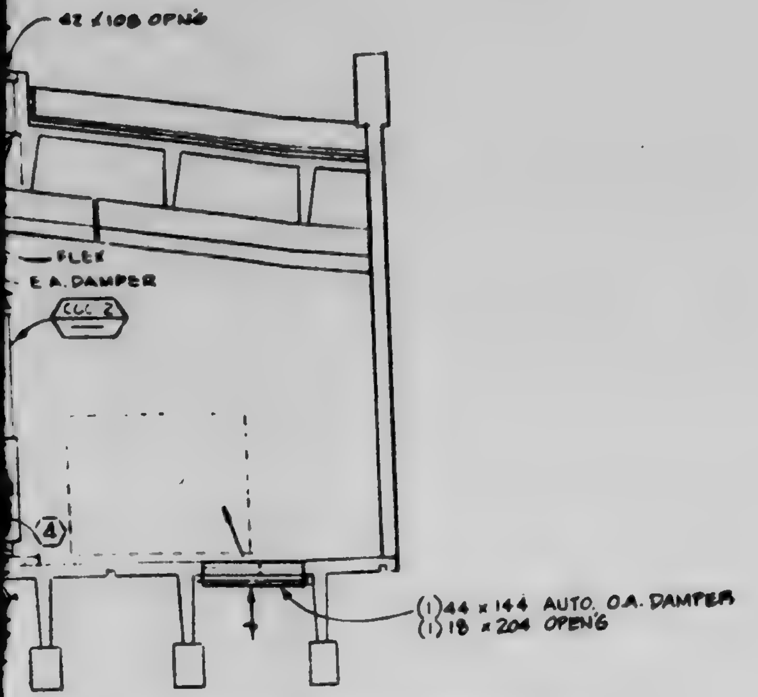
1/M-11 SECTION EAST MECHANICAL ROOM

SCALE 1/4" = 1'0"

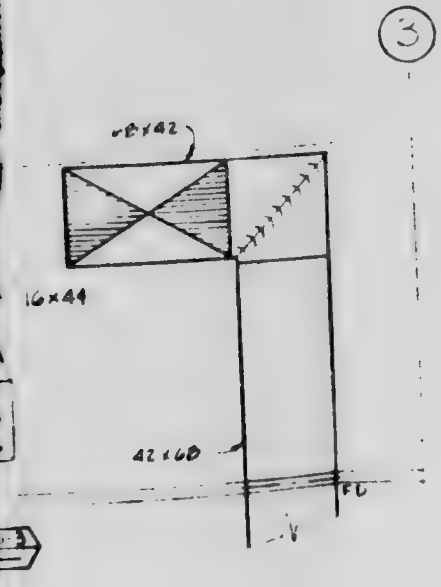

5
3
42 x 16
24 x 14
28 x 70
42 x 40
48 x 34
44 x 16
48 x 42
28 x 14
FLEX CONN.
16 x 44
28 x 70
FLEX. CONN.
AHU 7
COIL
42 x 68
FD
FD
FD
BAG FILTER
AHU-3
12 x 30 RA
24 x 18

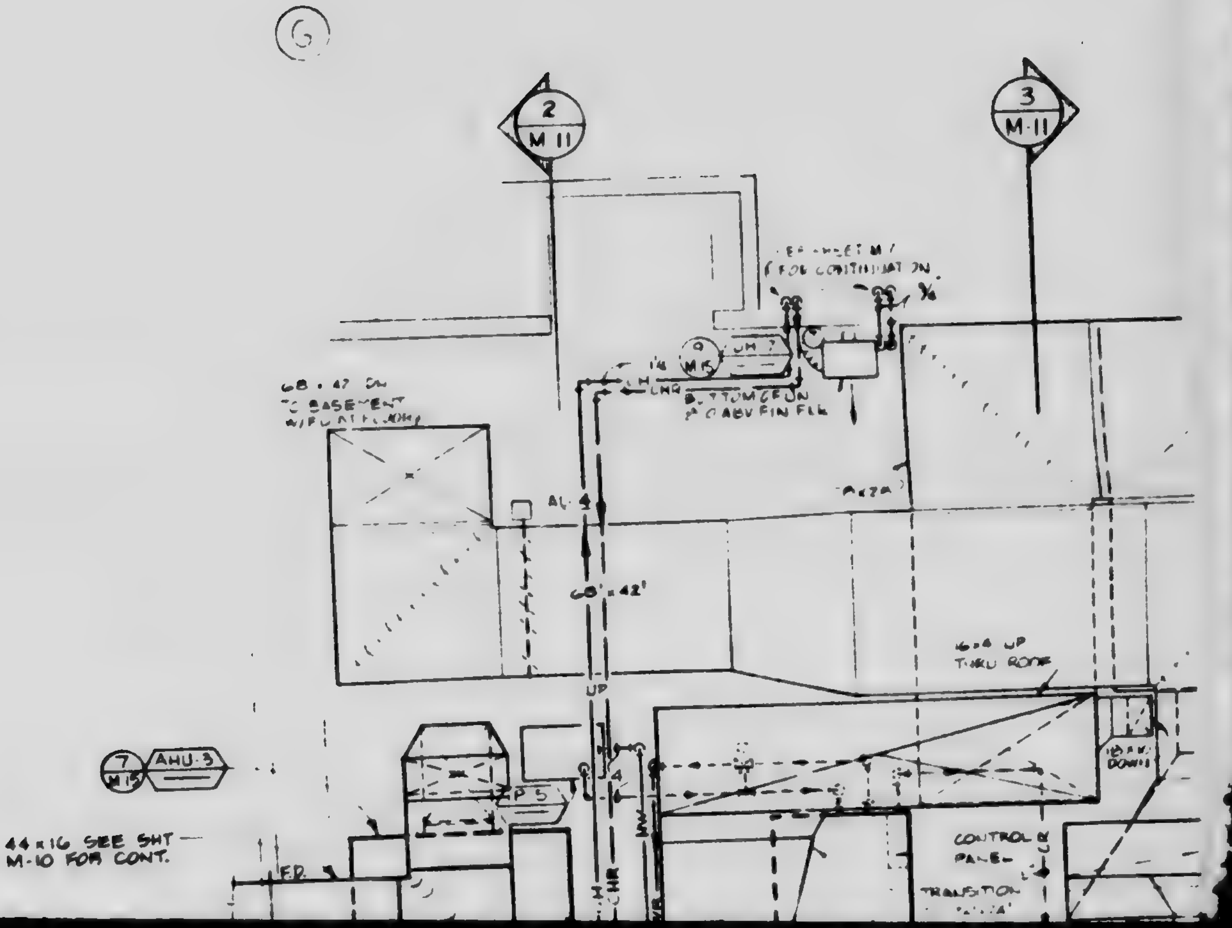
2/M-11 SECTION

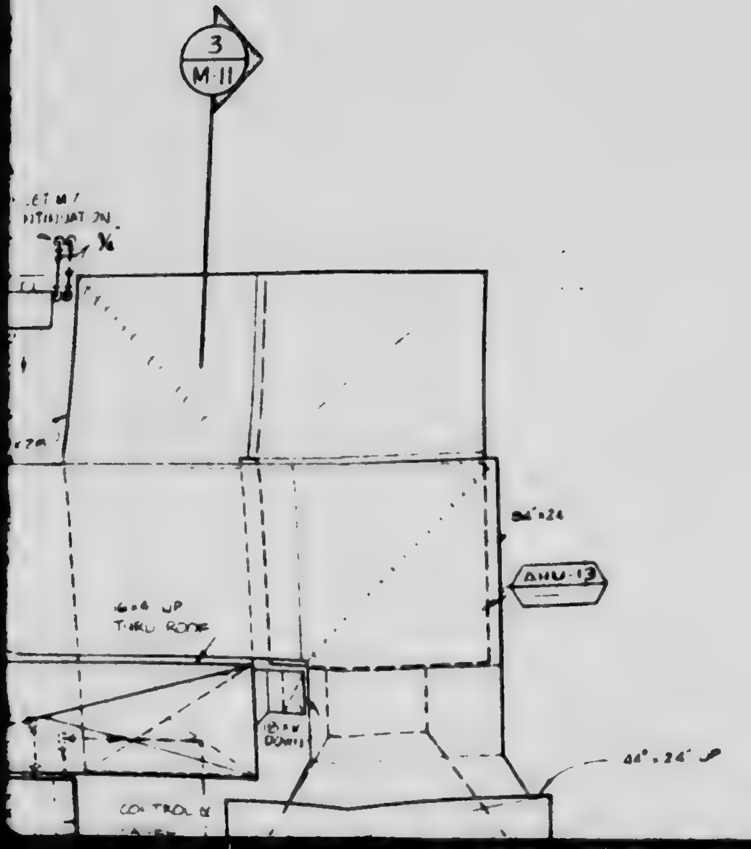
SCALE 1/8" = 1'0"


42 x 108 OPN'G
FLEX
E.A. DAMPER
CCC 2
4
(1) 44 x 144 AUTO. O.A. DAMPER
(1) 18 x 204 OPEN'G

① PROVIDE SOLID BOTTOM PANELS FOR CCC 2 & CCC 3
② PROVIDE INLET SCREENS ON CCC 1 CCC 2 & CCC 3
③ 1½" SCROLL DRAIN FOR EXHAUST FAN EF 30 DRAIN TO OVER FLOOR DRAIN
④ 12" WF STRUCTURAL STEEL SUPPORT ANCHOR TO UNIT & FLOOR PER
MANUFACTURERS RECOMMENDATIONS
⑤ DISCHARGE HOOD W/DAMPER PROVIDED WITH UNIT BY SAME MANUFACTURER
⑥ ANCHOR SHEET MTL DUCT TO STRUCTURE & PROVIDE WATERTIGHT CONNECTION
ON ALL FOUR SIDES


3
48 x 42
16 x 44
42 x 68
FD


6
2
M 11
3
M-11
SEE SHEET M-
FOR CONTINUATION
¾
9
M15
UH 7
1¼
CH
CHR
BOTTOM OF UN
AT ABV FIN FLR
68 x 42 DN
TO BASEMENT
W/FLAT FLOOR
AL 4
68" x 42"
UP
16 x 8 UP
THRU ROOF
7
M15
AHU 3
P 5
44 x 16 SEE SHT
M-10 FOR CONT.
FD
CH
CHR
CONTROL
PANEL
TRANSITION



NOTES:

① CO DUCT DETECTOR IN EXHAUST AIR DUCT. DETECTOR BY ELECTRICAL DIVISION 16000. E/P SWITCH BY CONTROL CONTRACTOR LOCATED NEXT TO CO DUCT DETECTOR. COORDINATE W/ELECTRICAL

② 12x12 SS DUCT UP TRANSITION TO 16x16 SS AND CONNECT TO EXHAUST AIR LOUVER W/AIR TIGHT SEAL BETWEEN DUCT CONN. & LOUVER.

PAE

DATE APRIL 29, 1980

JOB NO 907.03

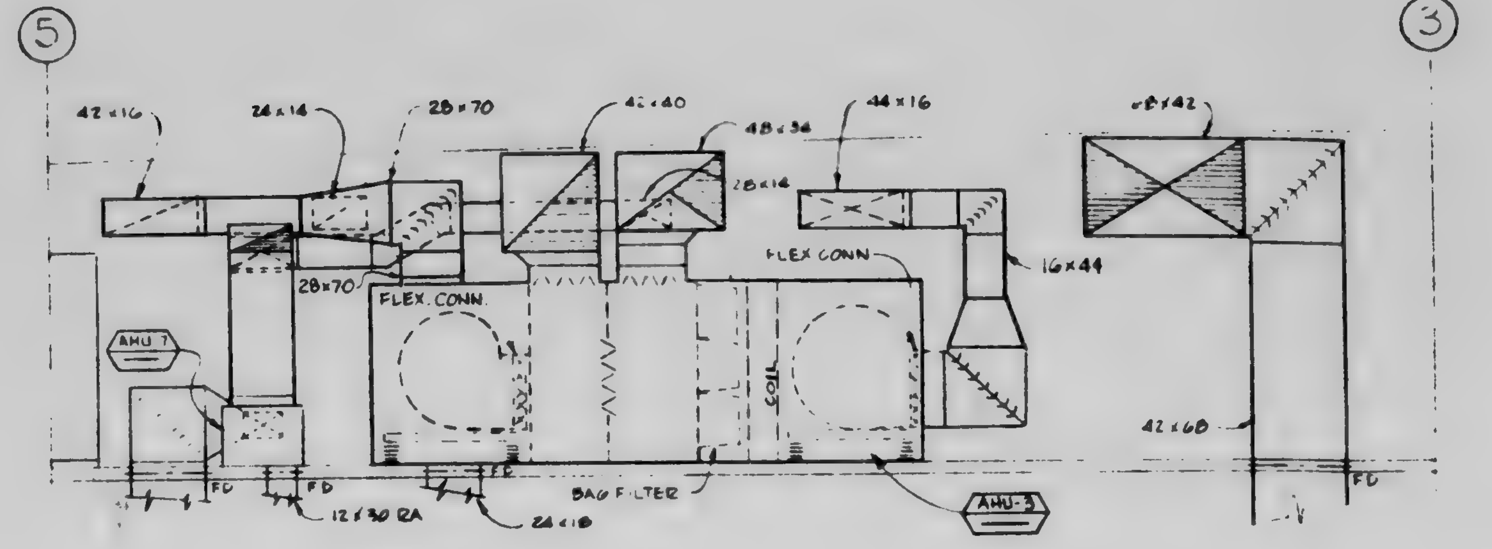
1/8" = 1'-0"

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

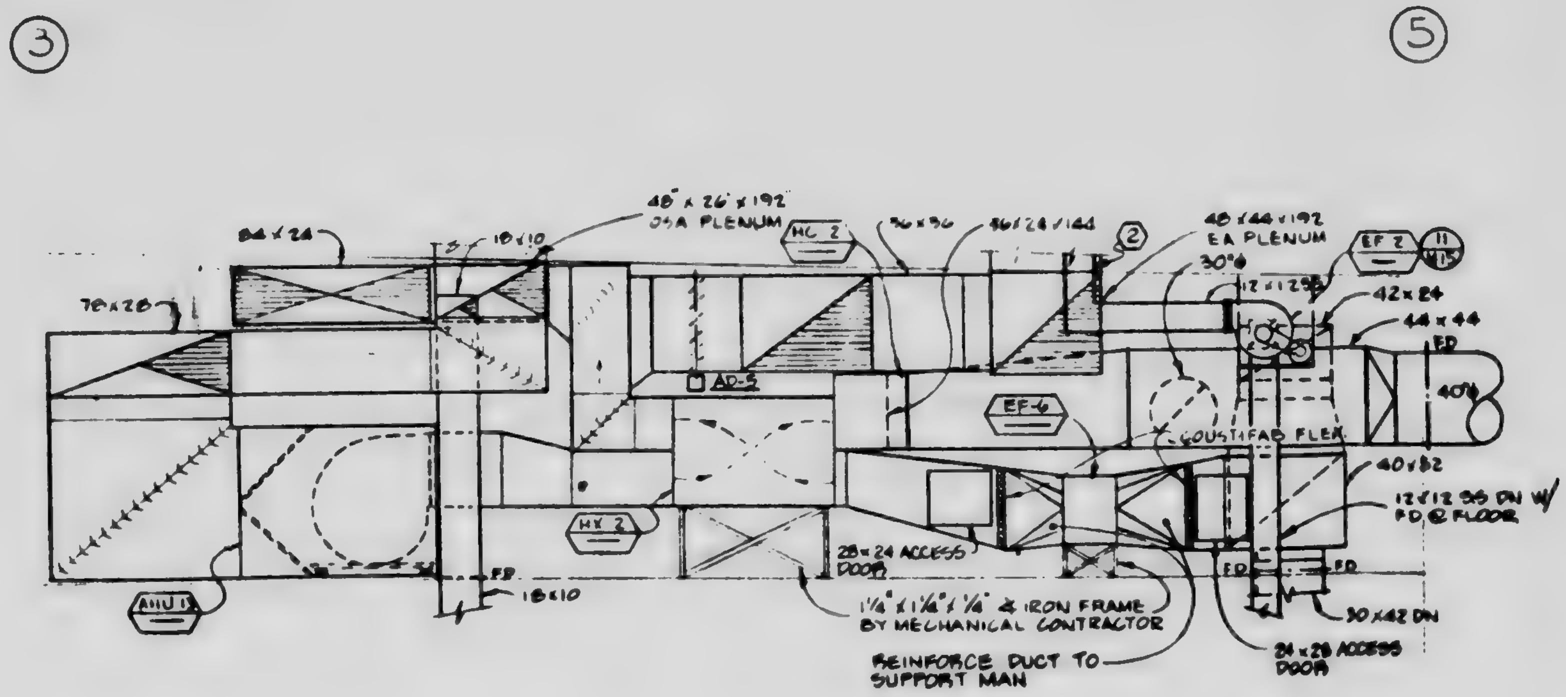
OOR PLAN • SECTIONS

County
PERATIONS FACILITY
nty, Oregon

1/M-11 SECTION EAST MECHANICAL ROOM
SCALE 1/4" = 1'0"


5
3
42×16
24×14
28×70
42×40
48×36
28×14
44×16
48×42
28×70
FLEX. CONN.
FLEX CONN
16×44
AHU 7
SOIL
42×68
FD
FD
FD
FD
12×30 RA
24×18
BAG FILTER
AHU-3

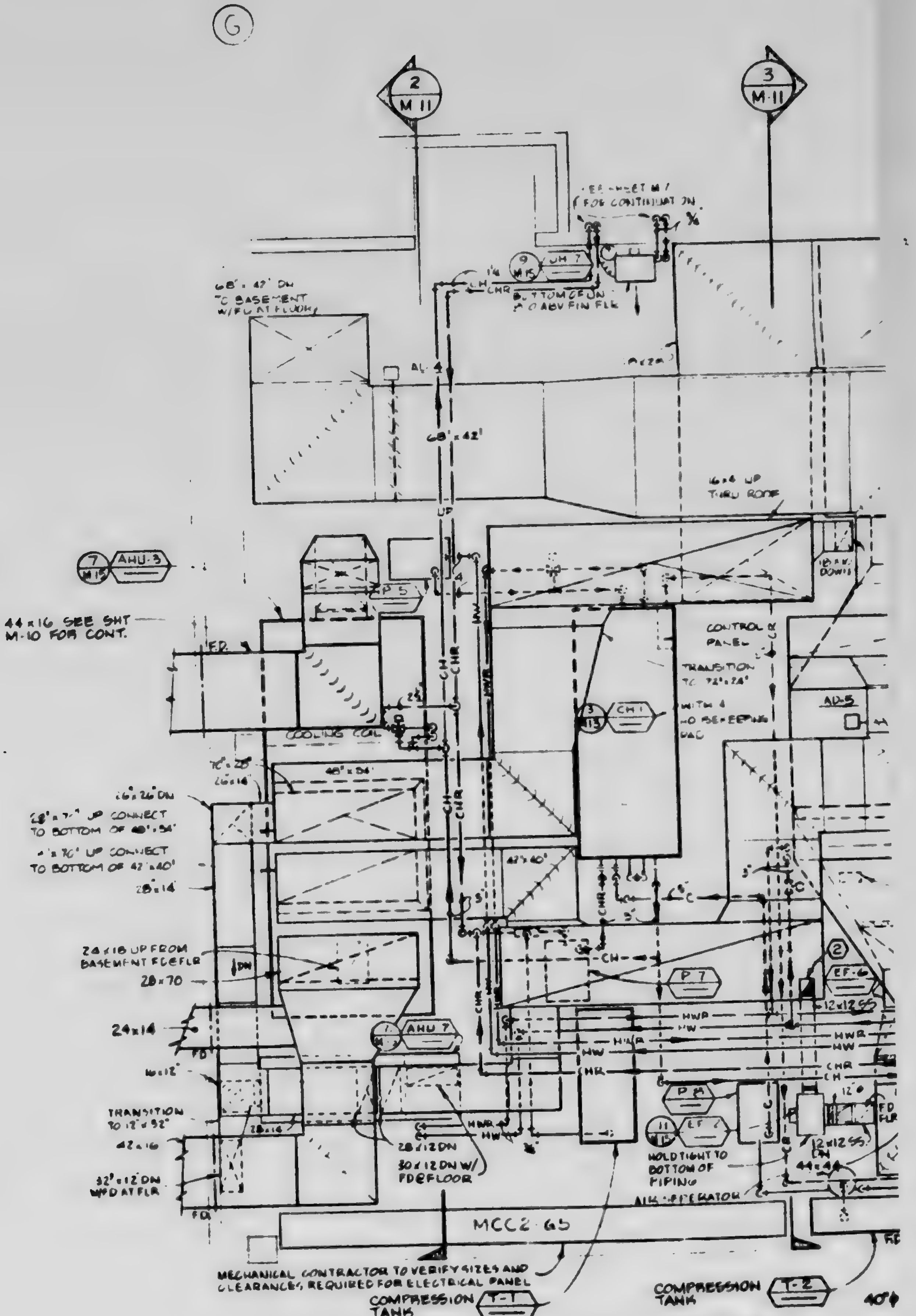
2/M-11 SECTION
SCALE 1/4" = 1'0"


3
5
48"×26"×192"
OSA PLENUM
84×24
18×10
78×28
HC 2
36×36
36/24/144
2
48×44×192
EA PLENUM
30"⌀
EF 2
11/M15
12×12 SS
42×24
44×44
FD
40%
AD-5
EF-6
COUSTIFAB FLEX
40×32
12×12 SS DN W/ FD @ FLOOR
HX 2
28×24 ACCESS DOOR
AHU 1
FD
18×10
1 1/4"×1 1/4"×1/4" ∠ IRON FRAME BY MECHANICAL CONTRACTOR
REINFORCE DUCT TO SUPPORT MAN
FD
FD
30×42 DN
24×28 ACCESS DOOR

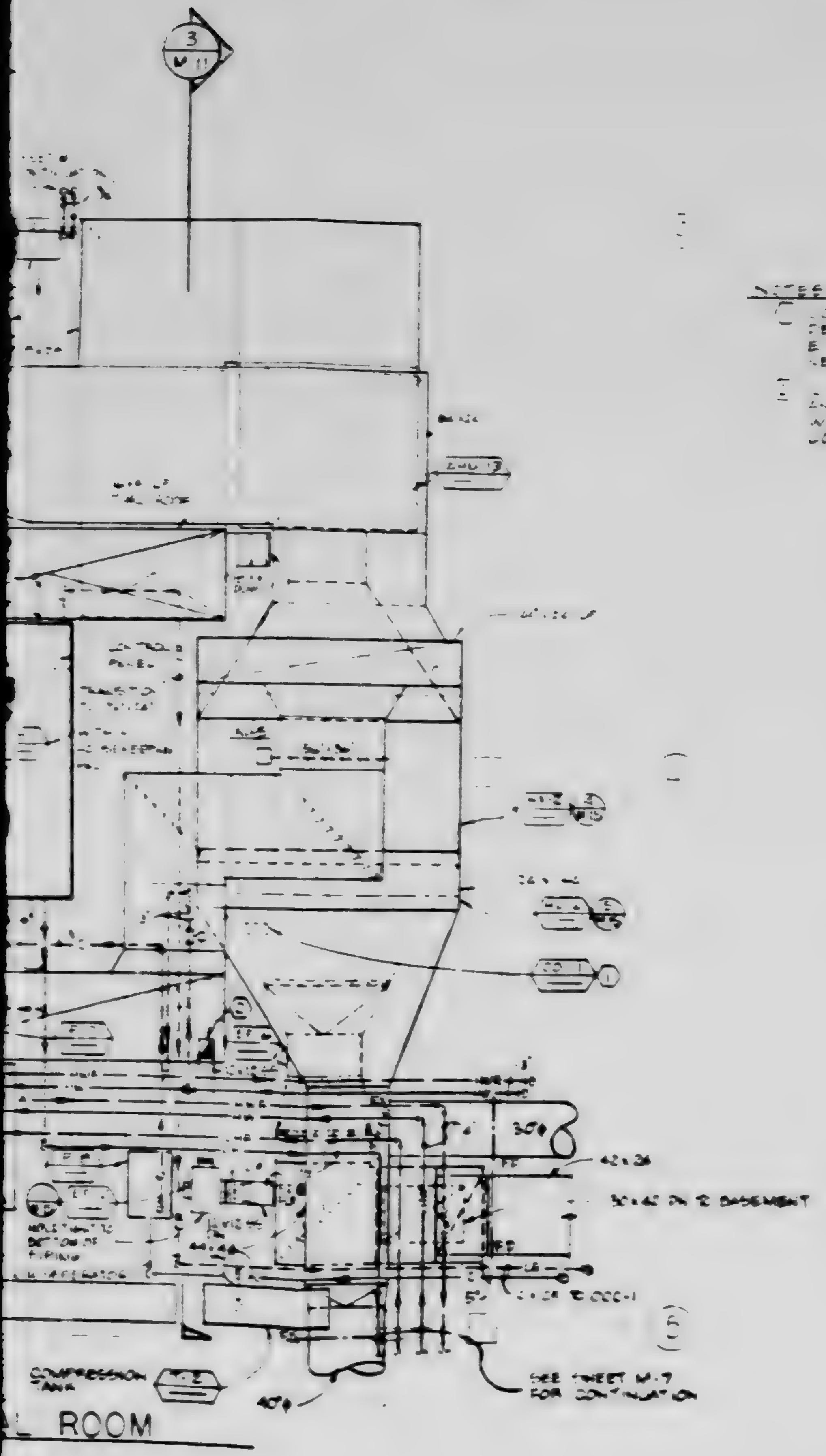
3/M-11 SECTION
SCALE: 1/4" = 1'0"

ON ALL FOUR SIDES

3
42x68
FD
5
48x44x192
EA PLENUM
30"ø
2
EF 2
11
M15
12x12 SS
42x24
44x44
FD
40"ø
COUSTIFAB FLEX
40x32
12x12 SS DN W/
FD @ FLOOR
FD
FD
30x42 DN
24x28 ACCESS
DOOR
RAME
ZACTOR


G
2
M 11
3
M-11
SEE SHEET M /
FOR CONTINUATION
¾
9
M15
UH 7
CH
CHR
BOTTOM OF UN
AT 0 ABV FIN FLR
68" x 42" DN
TO BASEMENT
W/FD AT FLOOR
AL-4
68" x 42"
UP
16x6 UP
THRU ROOF
7
M15
AHU-3
P 5
44x16 SEE SHT
M-10 FOR CONT.
FD
CH
CHR
HWR
COOLING COIL
CONTROL PANEL
TRANSITION
TO 72" x 24"
WITH 4
NO BEKEEPING
PAC
3
M15
CH-1
AD-5
70"x28"
26x14"
48"x54"
26"x26" DN
28"x70" UP CONNECT
TO BOTTOM OF 48"x54"
"x70" UP CONNECT
TO BOTTOM OF 42"x40"
28"x14
42"x40"
24x18 UP FROM
BASEMENT FD @ FLR
DN
28x70
24x14
FD
16x12"
TRANSITION
TO 12"x32"
28x14
42x16
32"x12" DN
W/FD AT FLR
FD
AHU 7
P 7
2
EF-6
12x12 SS
HWR
HW
CHR
CH
28x12 DN
30x12 DN W/
FD @ FLOOR
P 8
11
M15
EF
HOLD TIGHT TO
BOTTOM OF
PIPING
12"ø
12x12 SS
DN
44x44
AIR SEPERATOR
FD
FLR
MCC2-G5
MECHANICAL CONTRACTOR TO VERIFY SIZES AND
CLEARANCES REQUIRED FOR ELECTRICAL PANEL
COMPRESSION
TANK
T-1
COMPRESSION
TANK
T-2
40"ø

4
M-11
NORTH MECHANICAL ROOM
SCALE: ⅛" = 1'-0"



3
M 11
CONTROLS PANEL
TRANSITION
30φ
42x26
30x42 DN TO BASEMENT
5
COMPRESSION TANK
40φ
SEE SHEET M-7 FOR CONTINUATION
L ROOM

NOTES

1. [illegible] DETECTOR IN EXHAUST AIR DUCT DETECTOR BY ELECTRICAL DIVISION 16000. E/P SWITCH BY CONTROL CONTRACTOR [illegible] NEXT TO DUCT DETECTOR. COORDINATE W/ ELECTRICAL

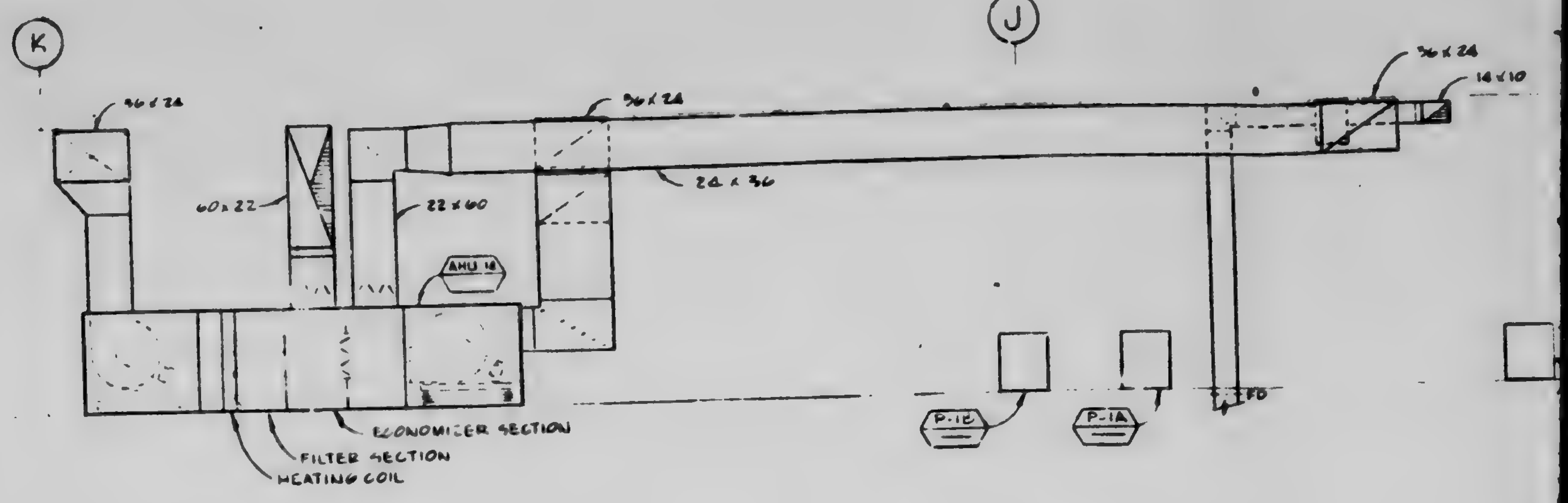
2. [illegible] DUCT OF TRANSITION TO [illegible] AND CONNECT TO EXHAUST AIR LOUVER WITH AIR TIGHT SEAL BETWEEN DUCT CONN. & LOUVER

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 1115 SW OAK PORTLAND, OREGON 97205

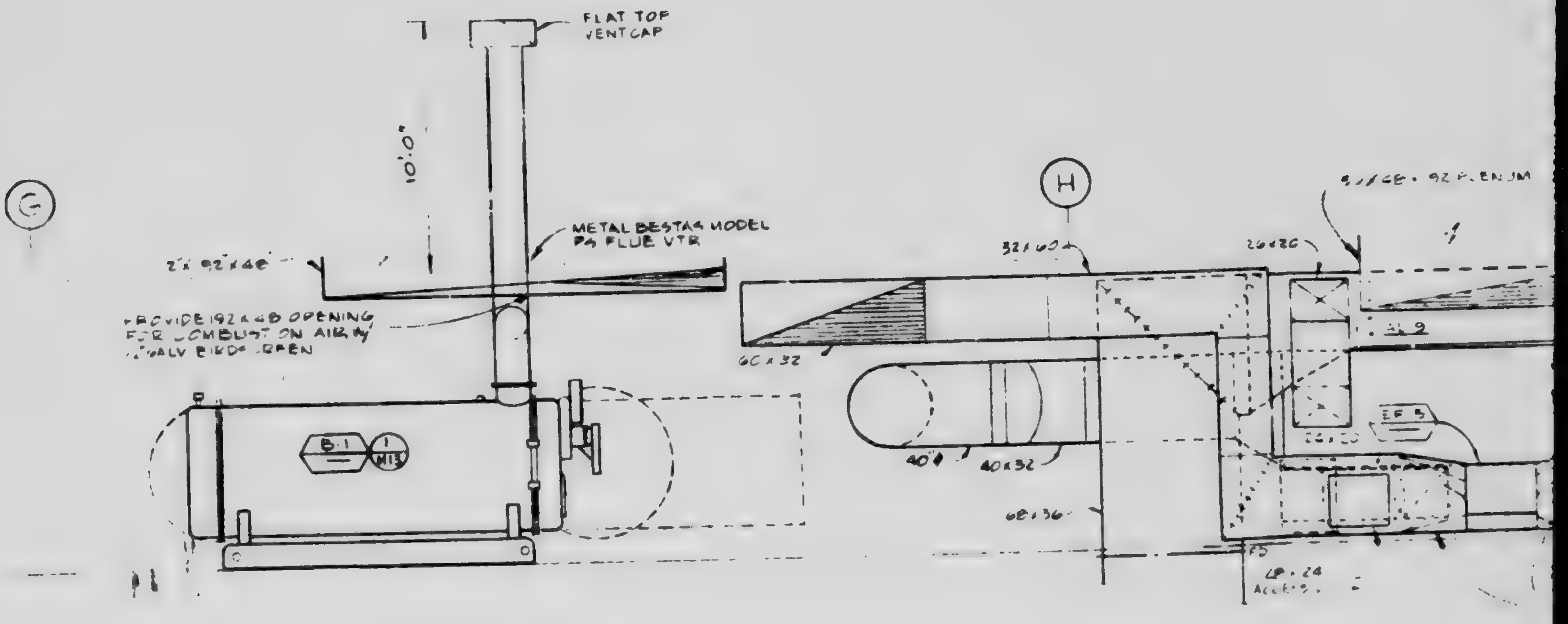
MECHANICAL ROOM FLOOR PLAN • SECTIONS
1/8" = 1'-0"

Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

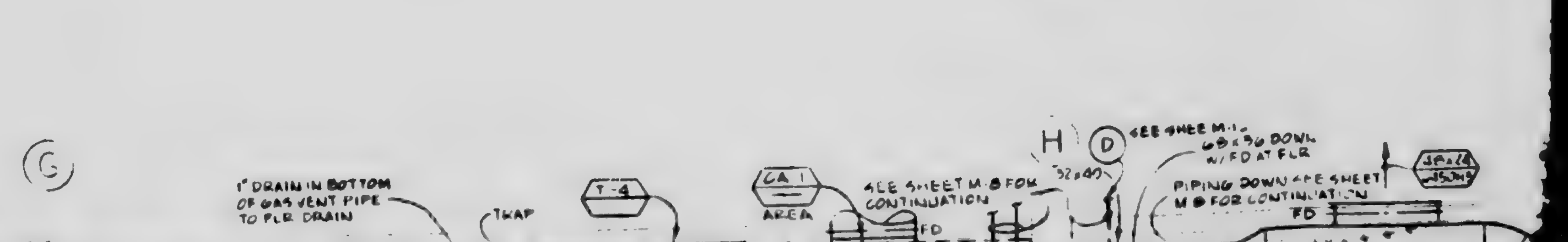
M11
of 17 sheets

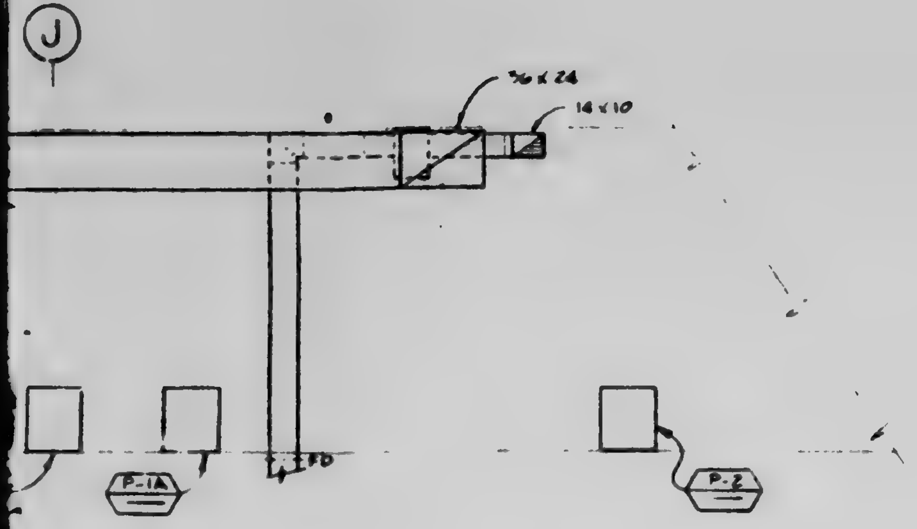

K
J
36x24
60x22
22x60
AHU 18
36x24
24x36
36x24
14x10
FD
P-1B
P-1A
ECONOMIZER SECTION
FILTER SECTION
HEATING COIL

1/M12 SECTION
SCALE 1/4" = 1'0"

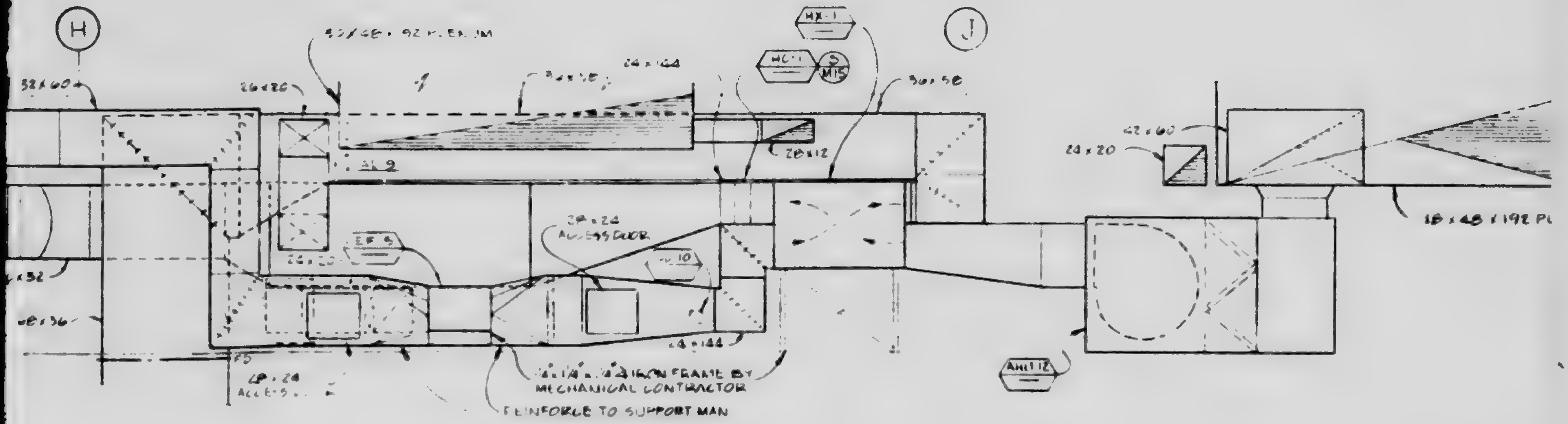

FLAT TOP
VENT CAP
10'0"
G
METAL BESTAS MODEL
PA FLUE VTR
2" x 92" x 48"
PROVIDE 192x48 OPENING
FOR COMBUSTION AIR W/
GALV BIRDS SCREEN
B-1
1/M13
H
32x60
26x26
92x48 + 92 PLENUM
60x32
40"Ø
40x32
68x36
26x26
EF 5
FD
48x24
ACCESS

2/M12 SECTION
SCALE 1/4" = 1'-0"


G
1" DRAIN IN BOTTOM
OF GAS VENT PIPE
TO FLR DRAIN
TRAP
T-4
CA 1
AREA
SEE SHEET M-8 FOR
CONTINUATION
FD
H
D
32x40
SEE SHEET M-1
68x36 DOWN
W/ FD AT FLR
PIPING DOWN SEE SHEET
M-8 FOR CONTINUATION
FD


J
36 x 24
14 x 10
FD
P-1A
P-2

ION
"=1'0"

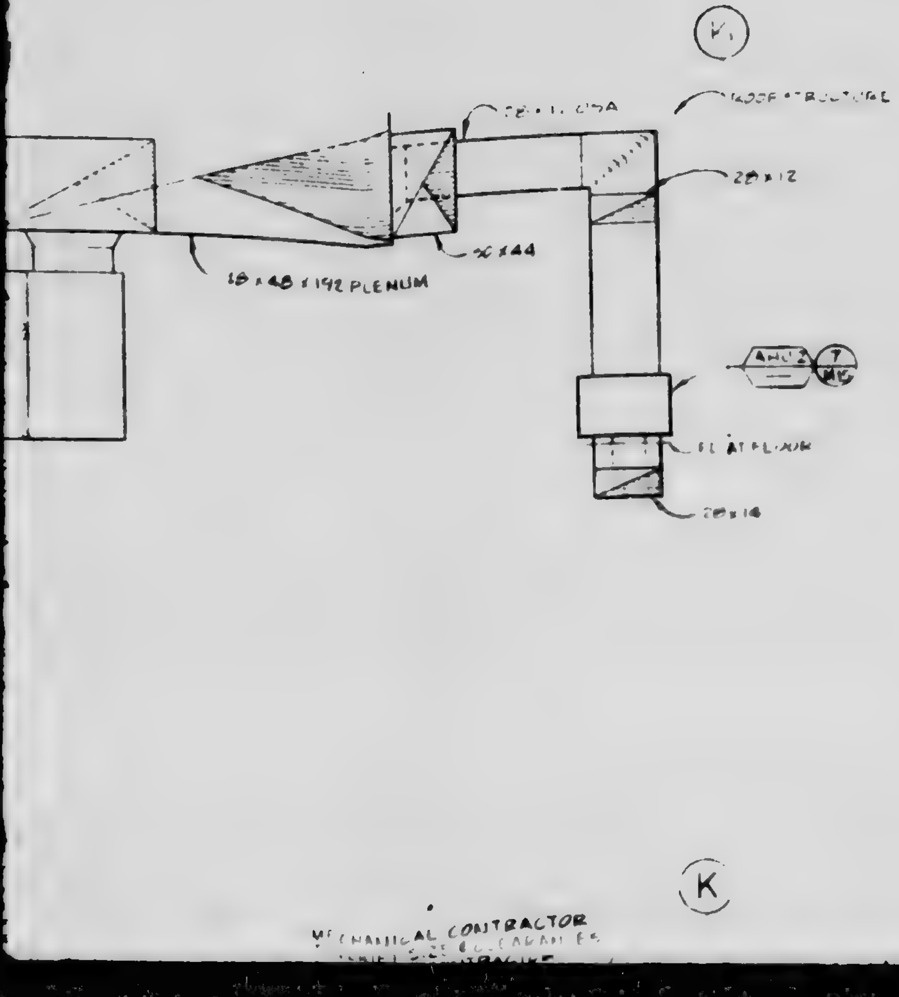

H
J
32 x 60
26 x 26
HX-1
HC-1
5
M15
36 x 58
24 x 144
28 x 12
42 x 60
24 x 20
18 x 48 x 192 PL
EF-5
26 x 20
28 x 24
ACCESS DOOR
AHU 12
x 32
x 36
FD
24 x 144
28 x 24
ACCESS
IRON FRAME BY MECHANICAL CONTRACTOR
REINFORCE TO SUPPORT MAN

SECTION
C
M-12
SCALE 1/8" = 1'-0"

H
D
SEE SHEET M-1
68 x 96 DOWN
W/ FD AT FLR
32 x 40
PIPING DOWN SEE SHEET M FOR CONTINUATION
FD
HC-1
HX-1
J
SEE SHEET M FOR CONTINUATION
FD
24 x 26
144 x 24
MECHAN
TO VERIF
WITH EL

NOTE:

① CO DUCT DETECTOR IN EXHAUST AIR DUCT, DETECTOR BY ELECTRIC DIVISION 1600 E/P SWITCH BY CONTROL CONTRACTOR MOUNTED NEXT TO CO DUCT DETECTOR COORDINATE WITH ELECTRIC


K1
ROOF STRUCTURE
28 x 12
36 x 44
18 x 48 x 192 PLENUM
28 x 12
AHU 2
7
M6
EL AT FLOOR
28 x 14
K
MECHANICAL CONTRACTOR

PAE

DATE APRIL 29, 1980

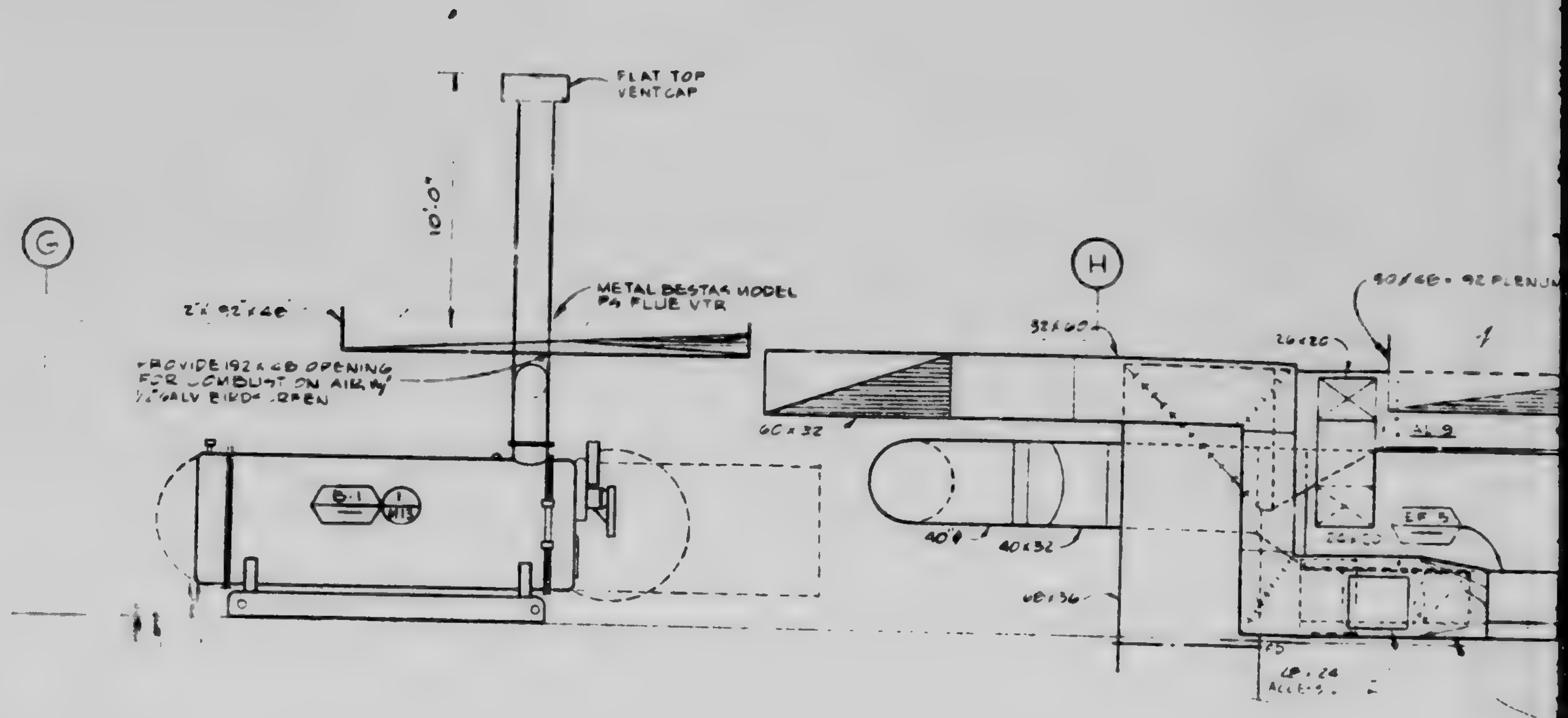
JOB NO 907.06

1/4" = 1'-0"

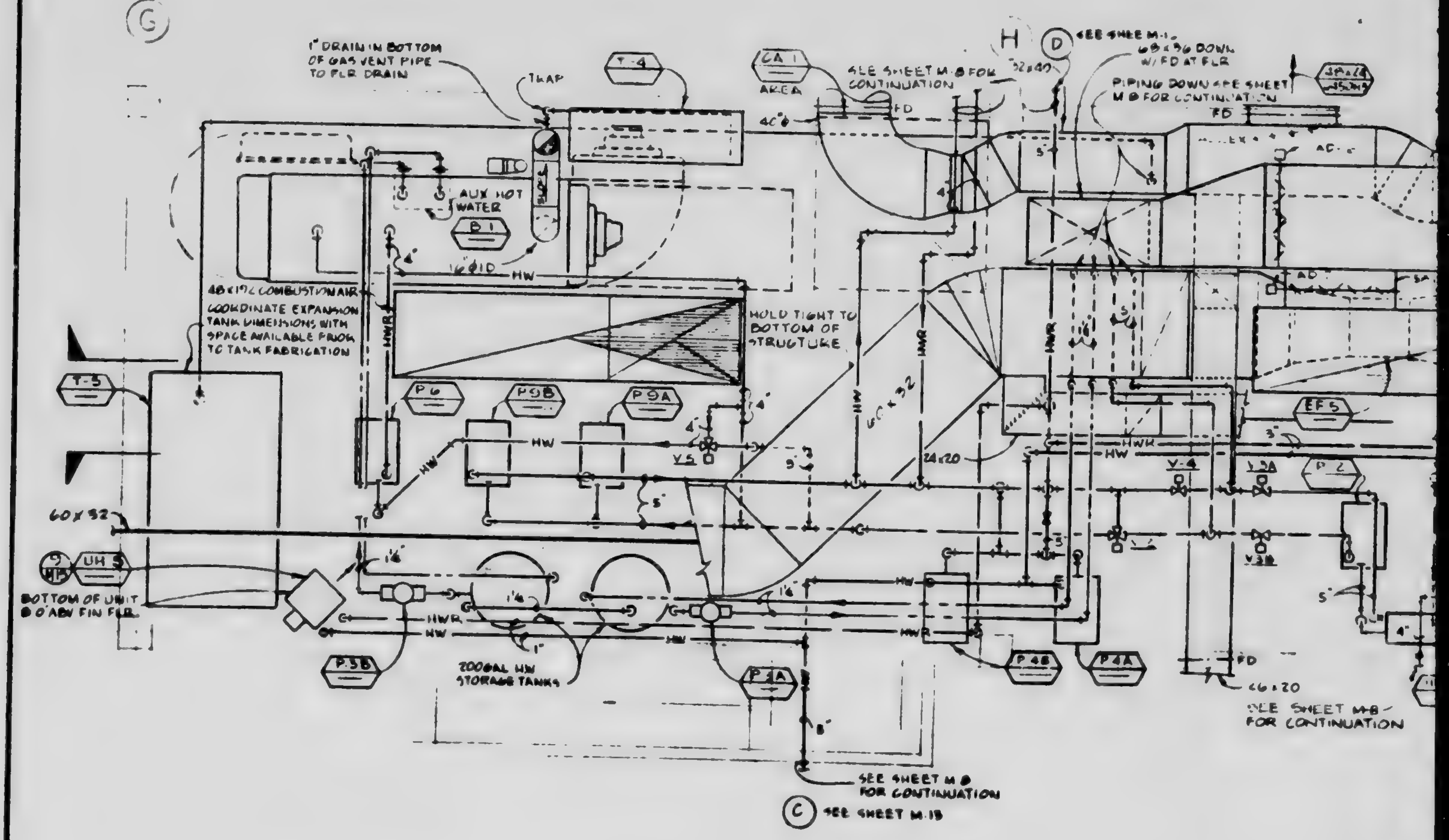
OOR PLAN • SECTONS

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A.   111 SW OAK   PORTLAND, OREGON 97204

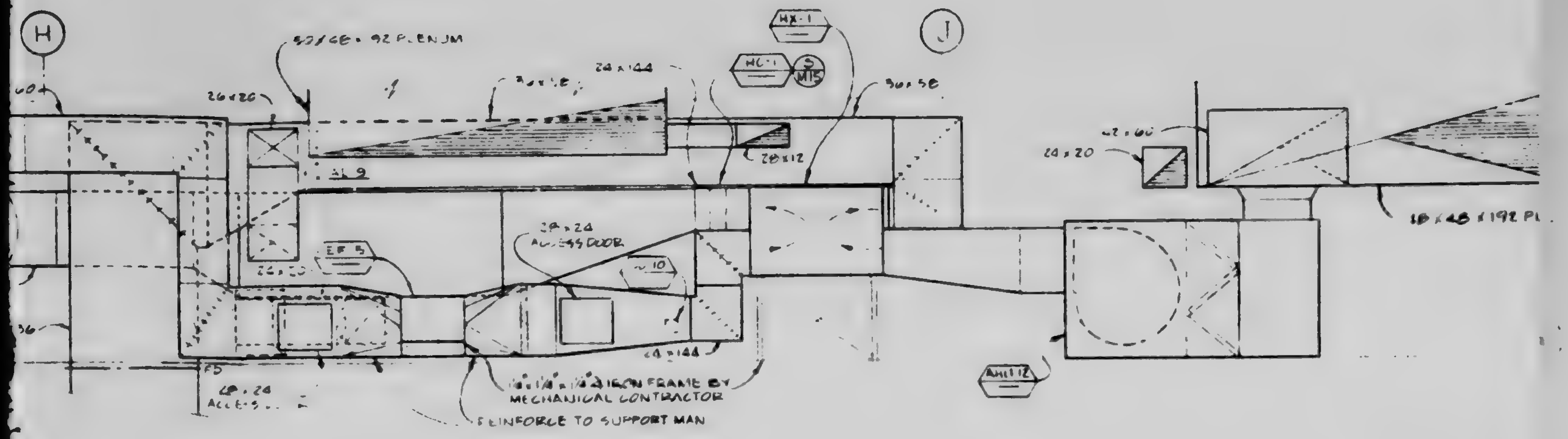
ounty
ERATIONS FACILITY
Oregon


FLAT TOP VENT CAP
10'-0"
G
H
2" x 92" x 48"
METAL BESTAS MODEL P4 FLUE VTR
PROVIDE 192 x 48 OPENING FOR COMBUSTION AIR W/ 1/2" GALV BIRD SCREEN
32 x 60
26 x 20
40 x 48 + 92 PLENUM
60 x 32
AL 9
B-1
1 M-13
EF 5
40"Ø
40 x 32
26 x 20
68 x 36
FD
48 x 24 ACCESS

2 M-12 SECTION
SCALE 1/4" = 1'-0"

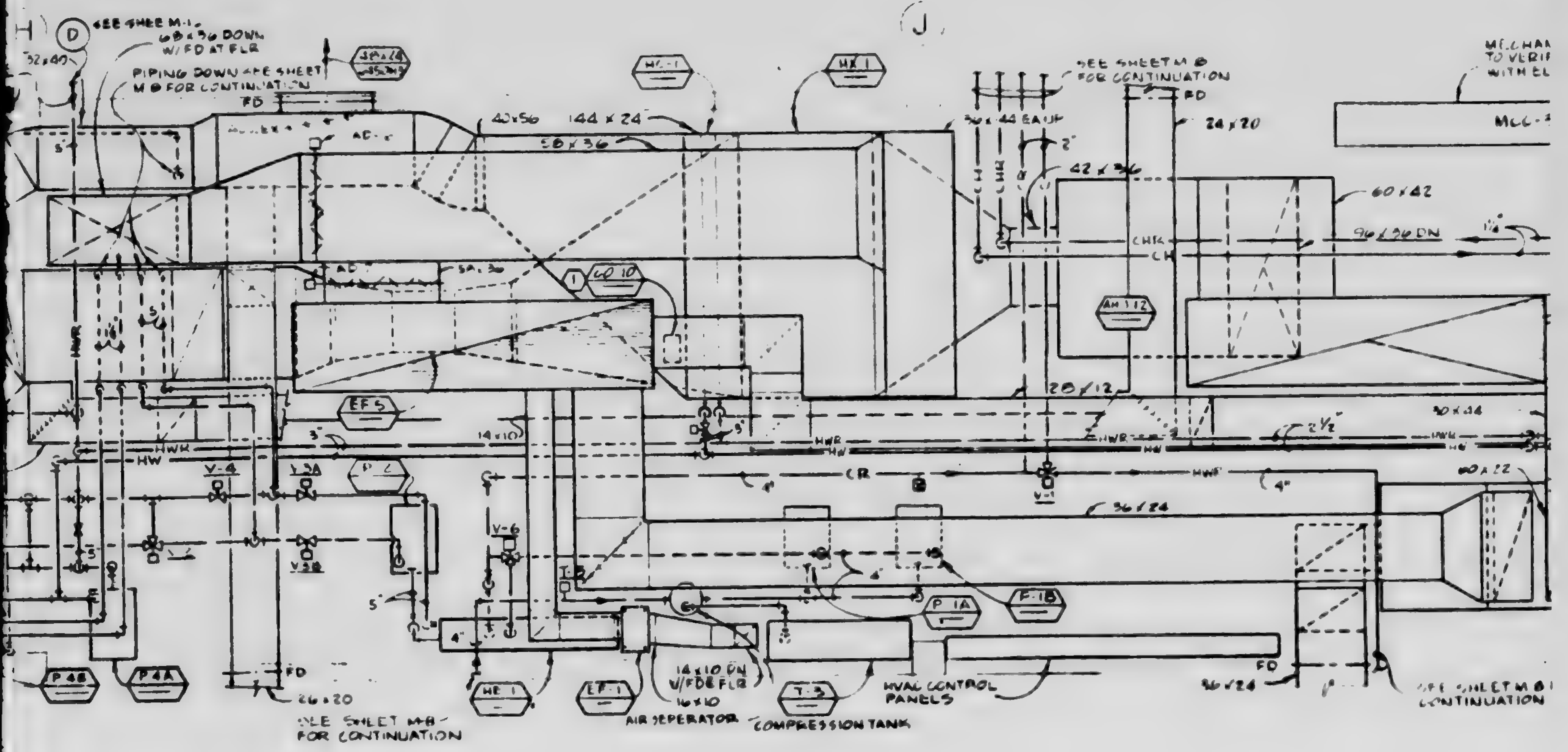

G
H
D
1" DRAIN IN BOTTOM OF GAS VENT PIPE TO FLR DRAIN
TRAP
T-4
CA-1 AREA
SEE SHEET M-8 FOR CONTINUATION
32 x 40
SEE SHEET M-1
68 x 36 DOWN W/ FD AT FLR
PIPING DOWN SEE SHEET M-8 FOR CONTINUATION
FD
40"Ø
AUX HOT WATER
B-1
16"ØID
HW
48 x 192 COMBUSTION AIR
COORDINATE EXPANSION TANK DIMENSIONS WITH SPACE AVAILABLE PRIOR TO TANK FABRICATION
HOLD TIGHT TO BOTTOM OF STRUCTURE
HWR
60 x 32
T-5
P-6
P9B
P9A
V-5
24 x 20
EF 5
V-4
V-3A
V-3B
P-2
60 x 32
9 M-13
UH 5
BOTTOM OF UNIT 8'-0" ABV FIN FLR
P-3B
200 GAL HW STORAGE TANKS
P-3A
P-4B
P-4A
26 x 20
SEE SHEET M-8 FOR CONTINUATION
SEE SHEET M-8 FOR CONTINUATION
C SEE SHEET M-13

3 M-12



H
J
HX-1
HC-1
S
M15
52 x 68 x 92 PLENUM
26 x 26
24 x 144
30 x 38
28 x 12
24 x 20
42 x 60
18 x 48 x 192 PL
EF-5
28 x 24
ACCESS DOOR
CD-10
24 x 144
AH-1-12
FD
28 x 24
ACCESS
IRON FRAME BY
MECHANICAL CONTRACTOR
REINFORCE TO SUPPORT MAN

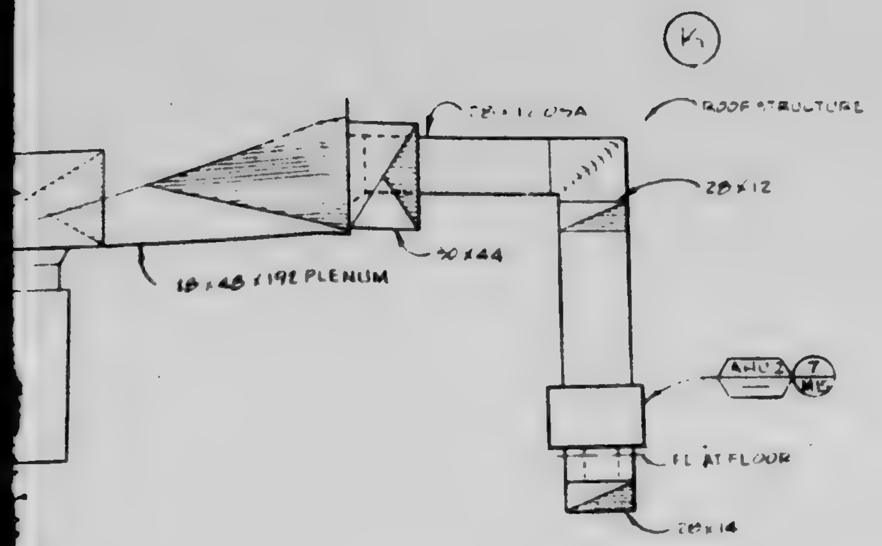
SECTION
SCALE 1/8" = 1'-0"

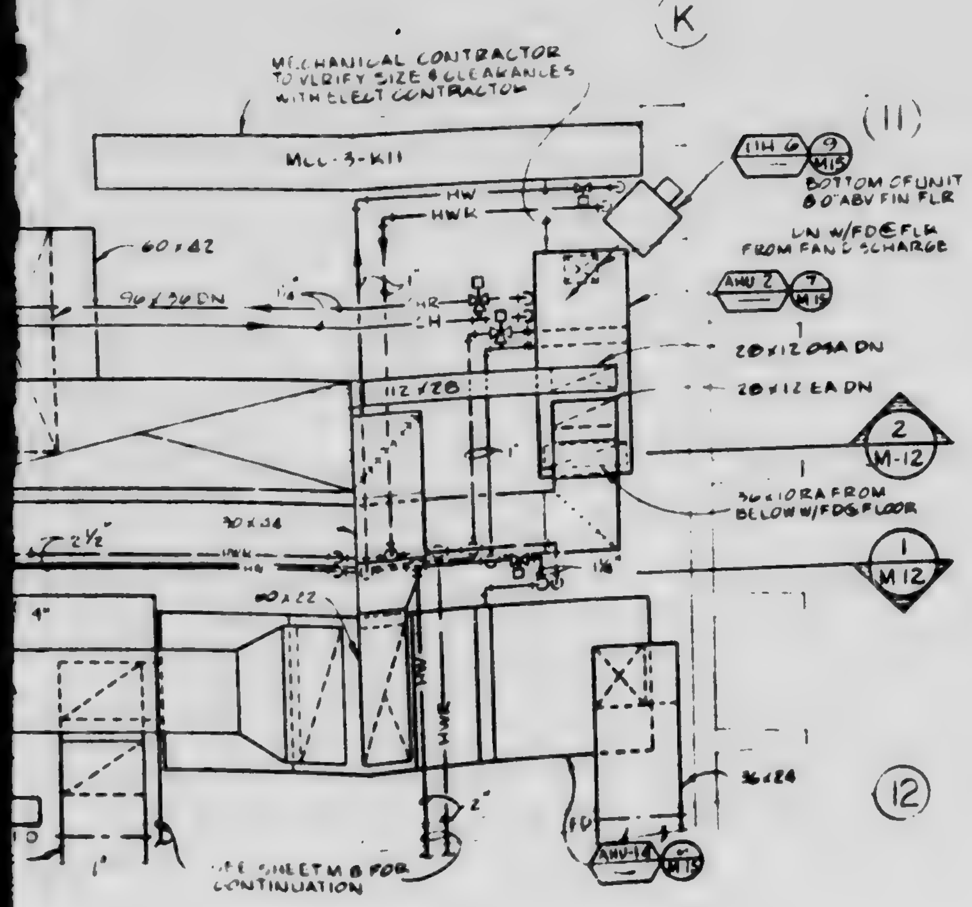


H
D
J
SEE SHEET M-
68 x 36 DOWN
W/FD AT FLR
32 x 40
PIPING DOWN SEE SHEET
M-B FOR CONTINUATION
FD
HC-1
HX-1
SEE SHEET M-B
FOR CONTINUATION
FD
24 x 20
MECHAN
TO VERIF
WITH EL
MCC-
40 x 56
144 x 24
56 x 36
42 x 36
60 x 42
CHR
CH
96 x 36 DN
1 1/2"
AD
SA-36
CD-10
AH-1-12
28 x 12
EF-5
30 x 44
HWR
HW
14 x 10
3"
V-4
V-3A
P-2
V-3B
V-6
CR
HWR
4"
V-1
36 x 24
60 x 22
2 1/2"
5"
T-2
P-1A
P-1B
P-4B
P-4A
FD
26 x 20
SEE SHEET M-B
FOR CONTINUATION
HE-1
EF-1
14 x 10 DN
W/FD @ FLR
16 x 10
AIR SEPERATOR
COMPRESSION TANK
T-3
HVAC CONTROL
PANELS
FD
36 x 24
SEE SHEET M-B
CONTINUATION

TION

3 M-12 SOUTH MECHANICAL ROOM
SCALE: 1/8" = 1'-0"


K1
28x12 OSA
ROOF STRUCTURE
28x12
30x44
18x48x192 PLENUM
AHU 2
7
M15
FL AT FLOOR
28x14


K
MECHANICAL CONTRACTOR TO VERIFY SIZE & CLEARANCES WITH ELECT CONTRACTOR
MCC-3-K11
(11)
UH 6
9
M15
BOTTOM OF UNIT 8'0" ABV FIN FLR
HW
HWR
60x42
96x36 DN
HR
CH
UN W/FD & FLR FROM FAN DISCHARGE
AHU 2
7
M15
28x12 OSA DN
112x28
28x12 EA DN
2
M-12
36x10 RA FROM BELOW W/FD & FLOOR
30x38
2½"
1
M12
40x22
4"
36x24
(12)
2"
SEE SHEET M8 FOR CONTINUATION
AHU-14
M15

MECHANICAL ROOM FLOOR PLAN • SECTIONS

1/4" = 1'-0"

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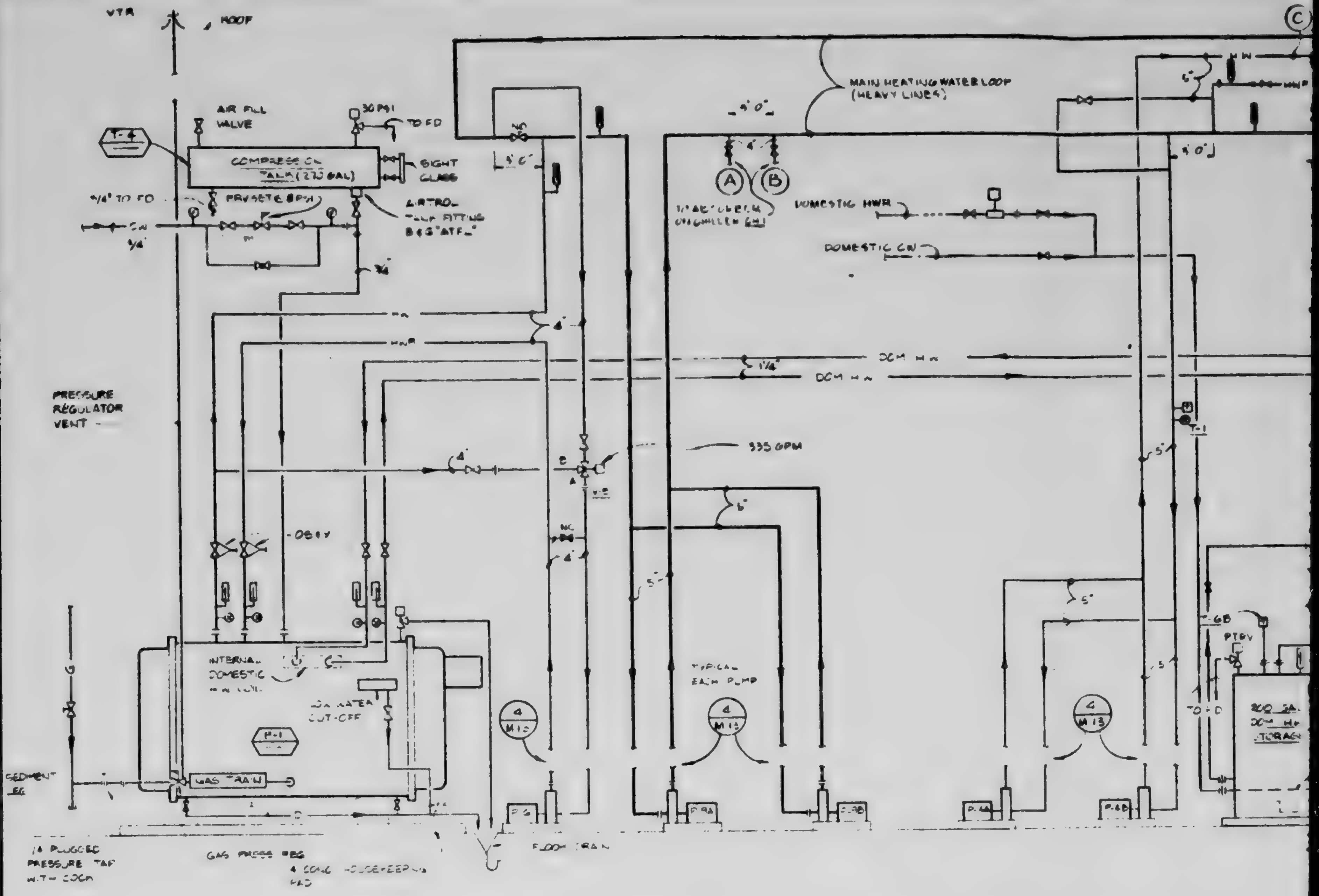
ARCHITECTS, A.I.A. 1115 SW OAK PORTLAND, OREGON 97204

Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

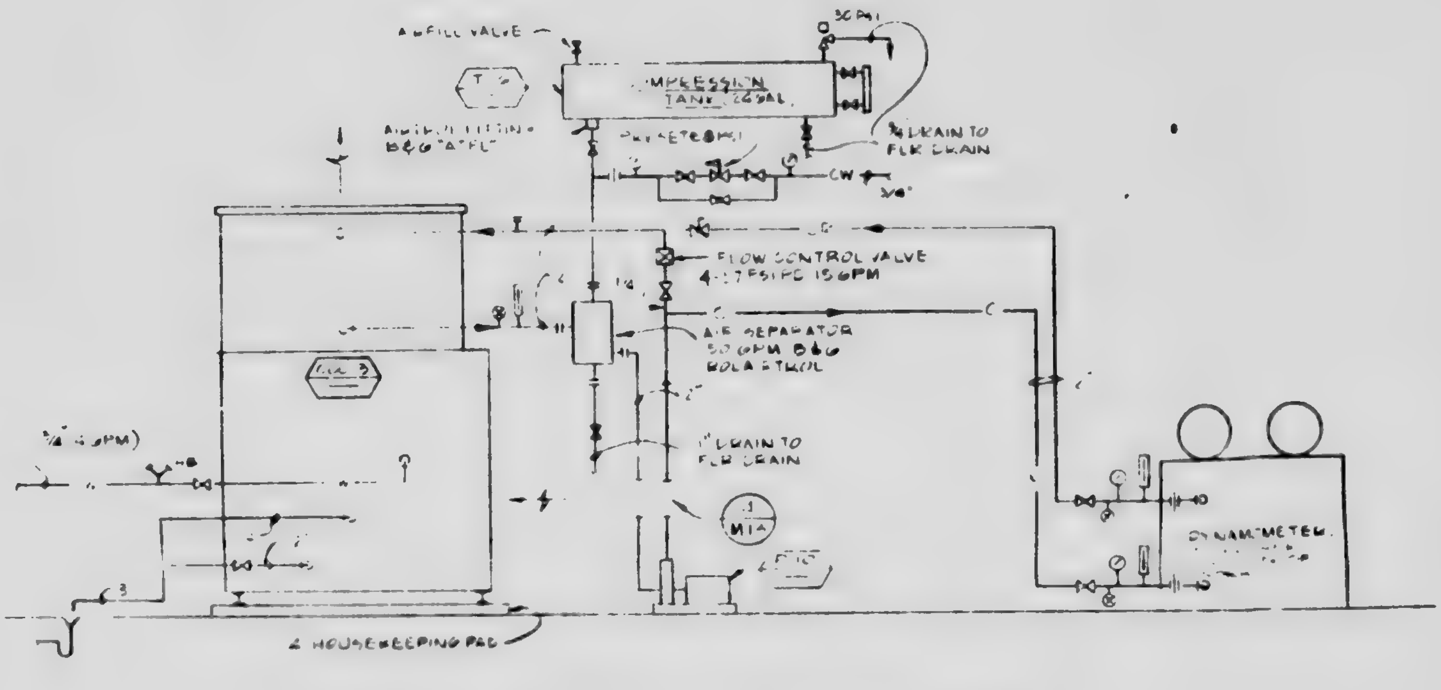
Donald M...

M12
of 17 sheets


VTR
ROOF
AIR FILL VALVE
30 PSI
TO FD
T-4
COMPRESSION TANK (270 GAL)
SIGHT GLASS
3/4" TO FD
PRV SET @ 8PSI
AIRTROL TANK FITTING B&G "ATFL"
CW
3/4"
MAIN HEATING WATER LOOP (HEAVY LINES)
5'0"
A
B
DOMESTIC HWR
DOMESTIC CW
DOM HW
DCM HW
1 1/4"
335 GPM
PRESSURE REGULATOR VENT
INTERNAL DOMESTIC HW COIL
LOW WATER CUT-OFF
TYPICAL EACH PUMP
P-1
GAS TRAIN
SEDIMENT LEG
FLOOR DRAIN
1/4 PLUGGED PRESSURE TAP WITH COCK
GAS PRESS REG
4 CONC HOUSEKEEPING PAD
T-1
PTRV
TO FD
DOM HW STORAGE
C
HW
HWR
5"
6"
4"

1 M13 SOUTH MECHANICAL ROOM PIPING DIAGRAM

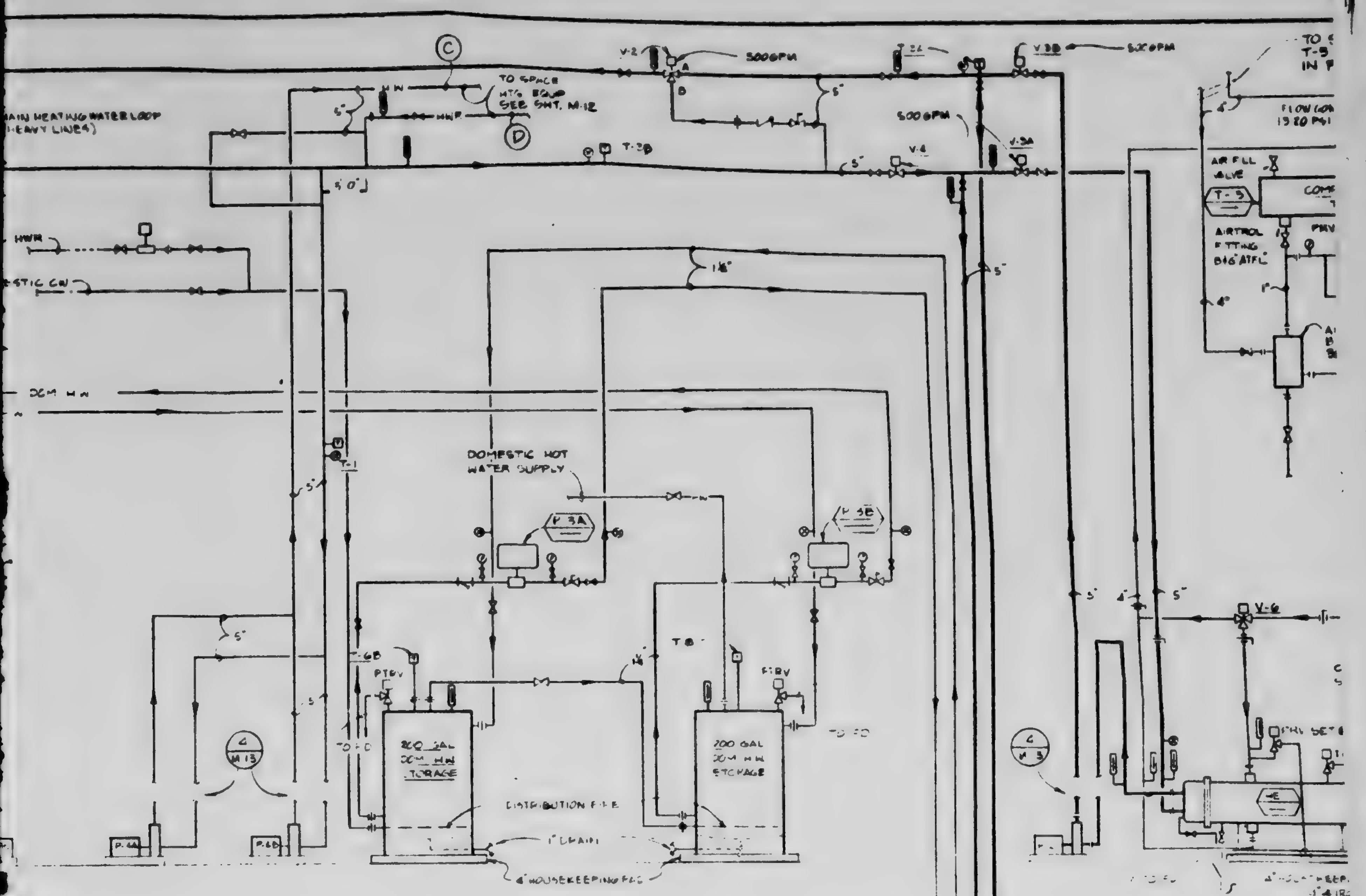
SCALE NONE


AIRFILL VALVE
30 PSI
T-3
COMPRESSION TANK 26 GAL
AIRTROL FITTING B&G "ATFL"
PRV SET @ 8PSI
3/4" DRAIN TO FLR DRAIN
CW
3/4"
FLOW CONTROL VALVE
AIR SEPARATOR 50 GPM B&G ROLAIRTROL
1" DRAIN TO FLR DRAIN
3/4" (4 GPM)
3
1 M14
DYNAMOMETER
4 HOUSEKEEPING PAD

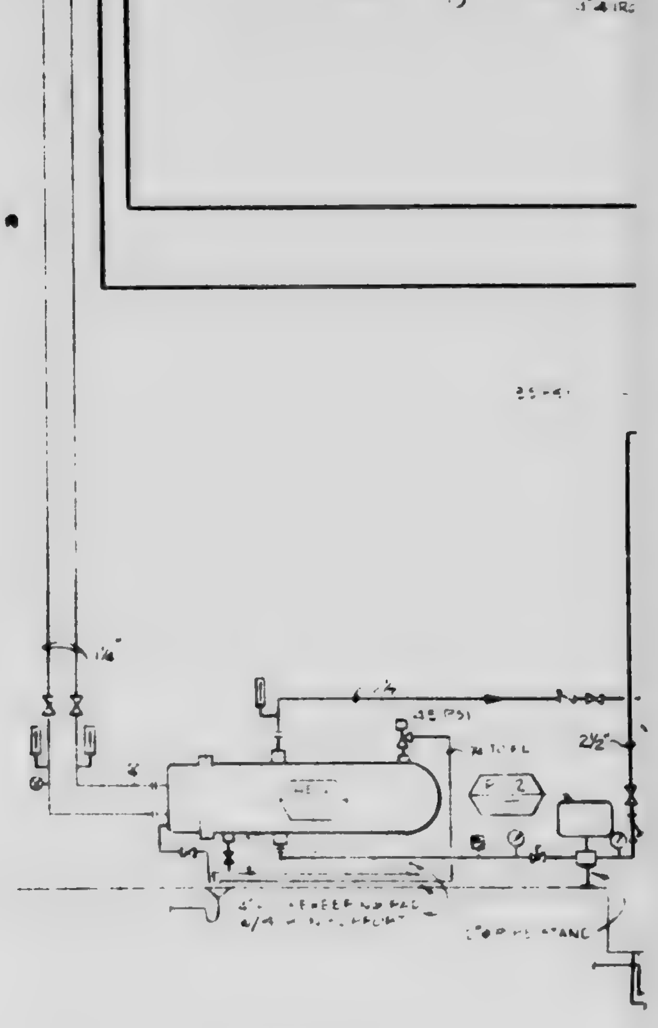
2 M13 DYNAMOMETER PIPING DIAGRAM

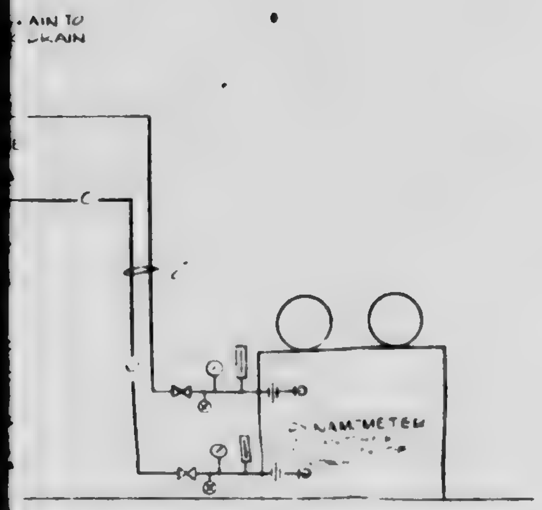
SCALE NONE

A
B
AIRFILL VALVE
SIGHT GLASS
30 PSI
COMPRESSION TANK
AIRFILL VALVE
T-2
COMPRESSION TANK

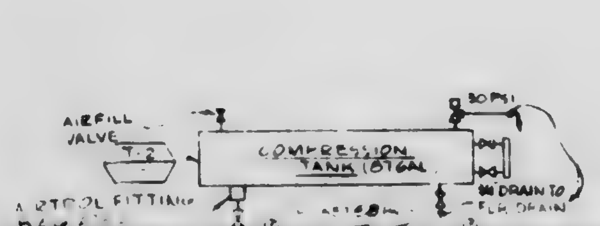

C
D
V-2
500GPM
V-3B
530GPM
TO SPACE HT'G EQUIP SEE SHT. M-12
HW
HWR
5"
T-3B
V-4
V-3A
5'0"
AIN HEATING WATER LOOP
HEAVY LINES)
HWR
ESTIC CW
DOM HW
1½"
DOMESTIC HOT WATER SUPPLY
P-3A
P-3B
T-1
T-6B
T-8
PTRV
200 GAL DOM HW STORAGE
200 GAL DOM HW STORAGE
DISTRIBUTION PIPE
1" DRAIN
4" HOUSEKEEPING PAD
TO FD
P-6A
P-6B
M-13
AIR FILL VALVE
T-5
AIRTROL FITTING
FLOW CON
1320 PSI
V-6
E
4" HOUSEKEEPING PAD

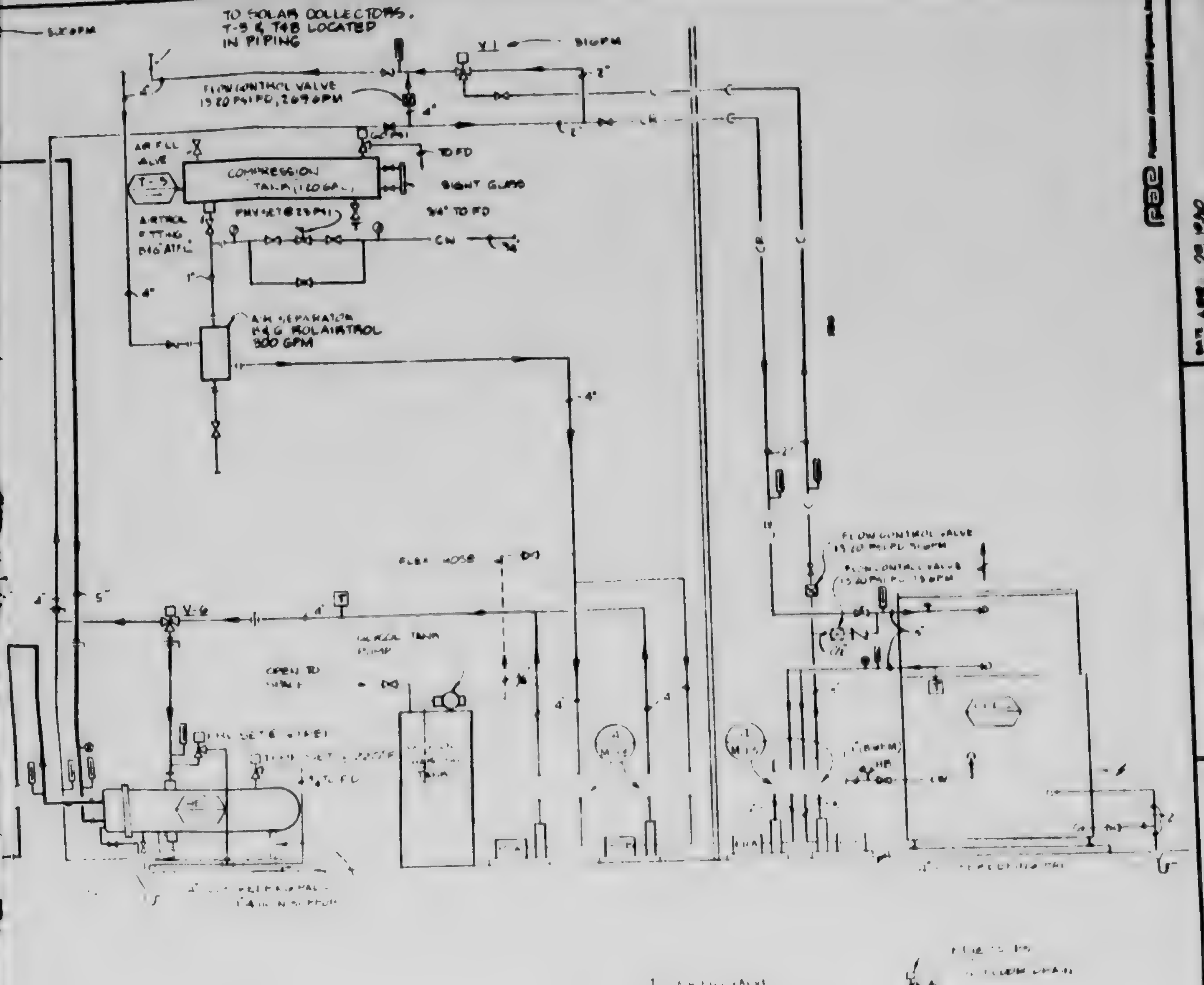
CAL ROOM PIPING DIAGRAM


1¼"
35 PSI
HE-1
P-2
2½"
4" HOUSEKEEPING PAD


AIN TO
DRAIN
DYNAMOMETER

AGRAM


AIRFILL VALVE
T-2
COMPRESSION TANK (8 GAL)
30 PSI
¾" DRAIN TO FLR. DRAIN
AIRTROL FITTING

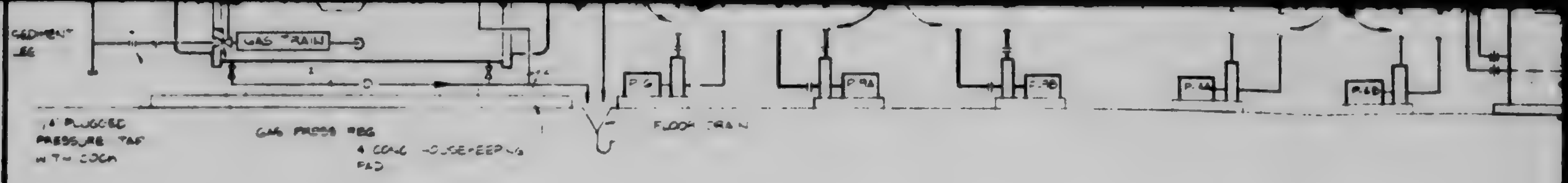

TO SOLAR COLLECTORS.
T-5 & T-6 LOCATED
IN PIPING
V-1
FLOW CONTROL VALVE
1920 PSIPD, 269 GPM
4"
2"
AIR FILL VALVE
T-5
COMPRESSION TANK (110 GAL)
TO FD
SIGHT GLASS
AIRTROL FITTING
B&G ATFL
PRV SET @ 25 PSI
3/4" TO FD
CW
1"
AIR SEPARATOR
B&G ROLAIRTROL
300 GPM
FLEX HOSE
V-6
5"
OPEN TO
GLYCOL TANK
PUMP
TANK
FLOW CONTROL VALVE
FLOW CONTROL VALVE
HE
CW

DATE APRIL 28 1980

JOB NO 07.05

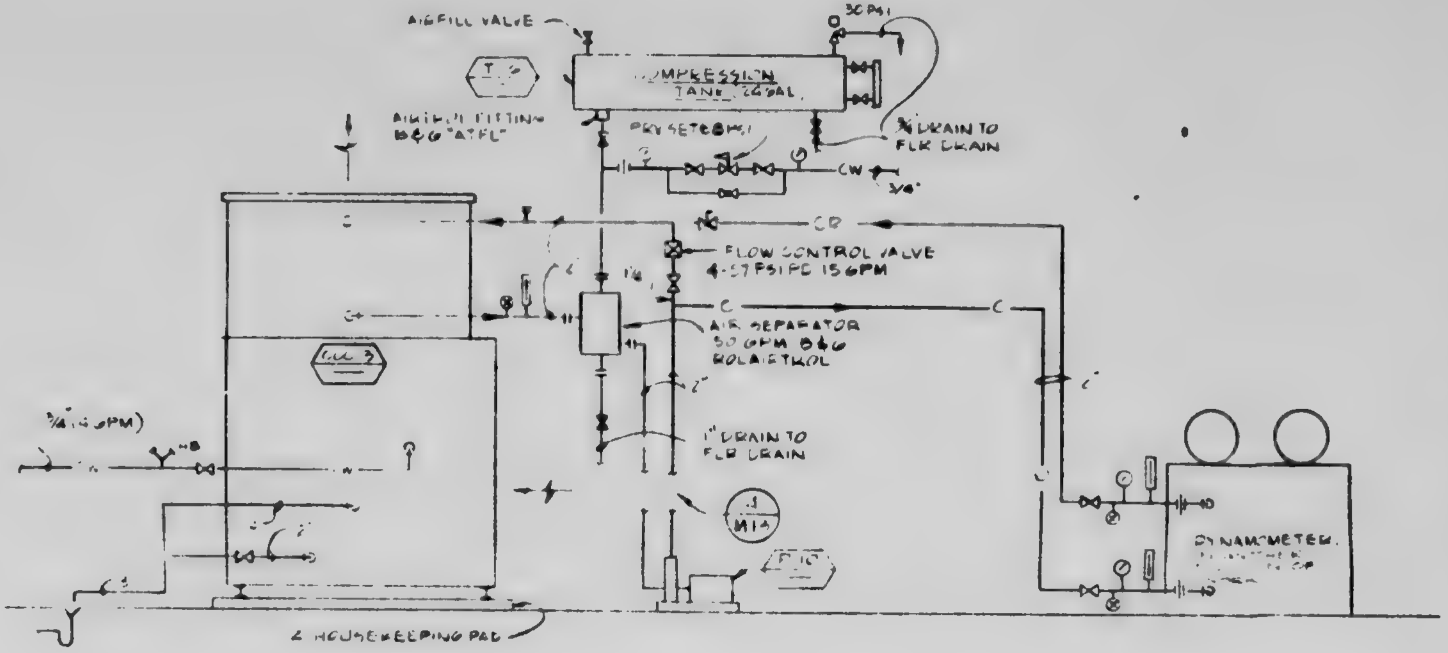
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

n County
OPERATIONS FACILITY
nty Oregon


SEDIMENT TEE
GAS TRAIN
1/4" PLUGGED PRESSURE TAP WITH COCK
GAS PRESS REG
4" CONC HOUSEKEEPING PAD
FLOOR DRAIN
P-5
P-9A
P-9B
P-4A
P-4B

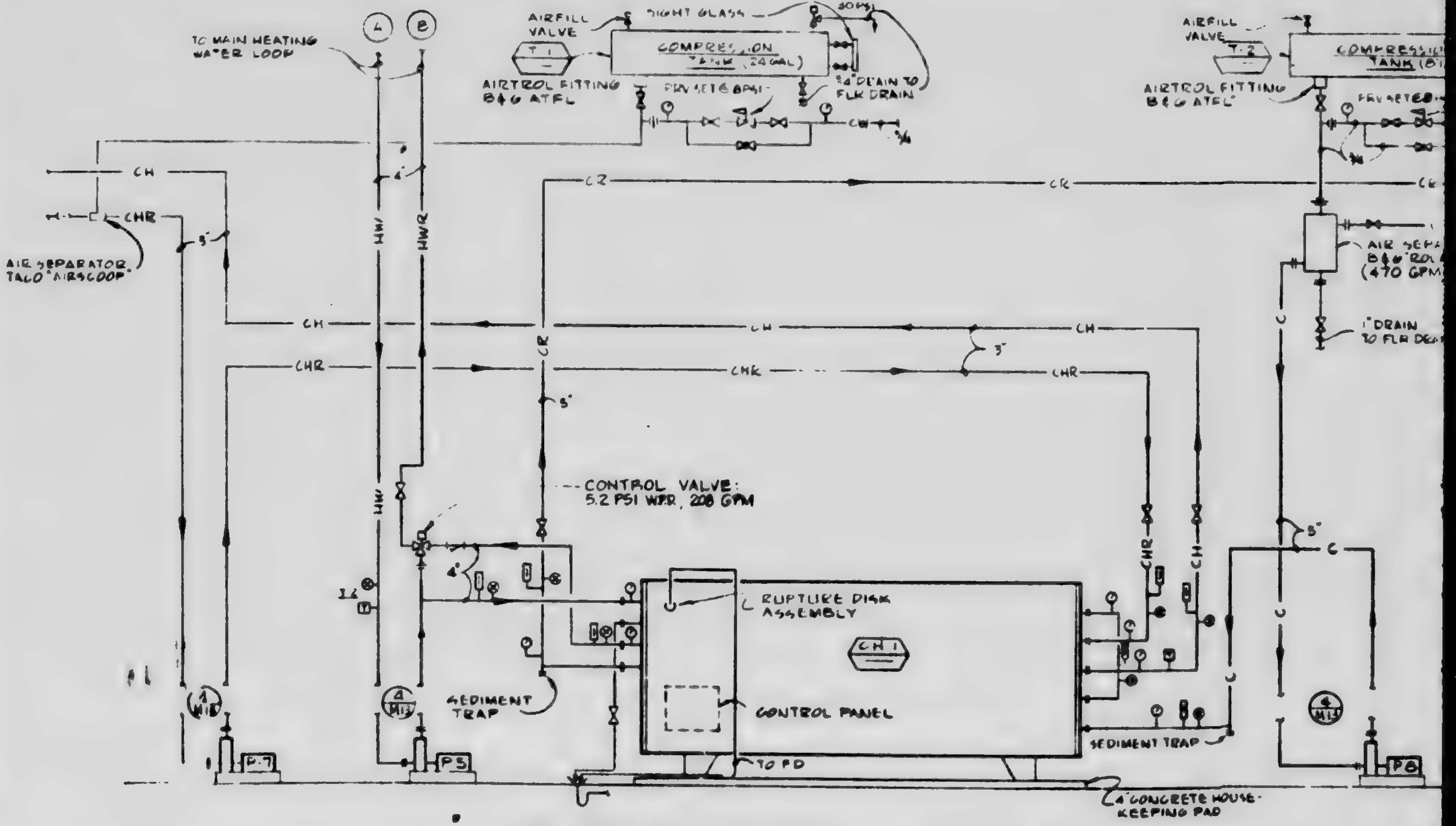
SOUTH MECHANICAL ROOM PIPING DIAGRAM

1/M13 SCALE NONE


AIRFILL VALVE
30 PSI
T-3
COMPRESSION TANK (24GAL)
AIRTROL FITTING B&G "ATFL"
PRV SET @ 8PSI
3/4" DRAIN TO FLR DRAIN
CW
3/4"
CR
FLOW CONTROL VALVE 4-57 PSI PD 15 GPM
1 1/4"
C
AIR SEPARATOR 50 GPM B&G ROLAIRTROL
CU-3
2"
3/4" (4 GPM)
1" DRAIN TO FLR DRAIN
3/M14
P-10
DYNAMOMETER
2" HOUSEKEEPING PAD

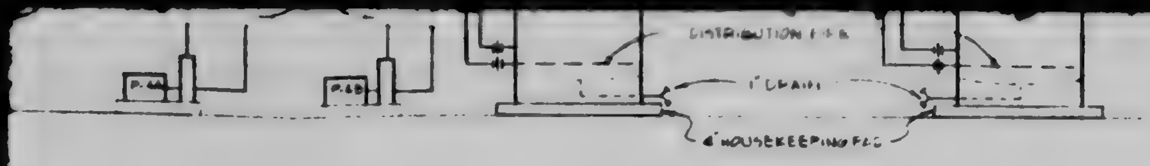
DYNAMOMETER PIPING DIAGRAM

2/M13 SCALE NONE

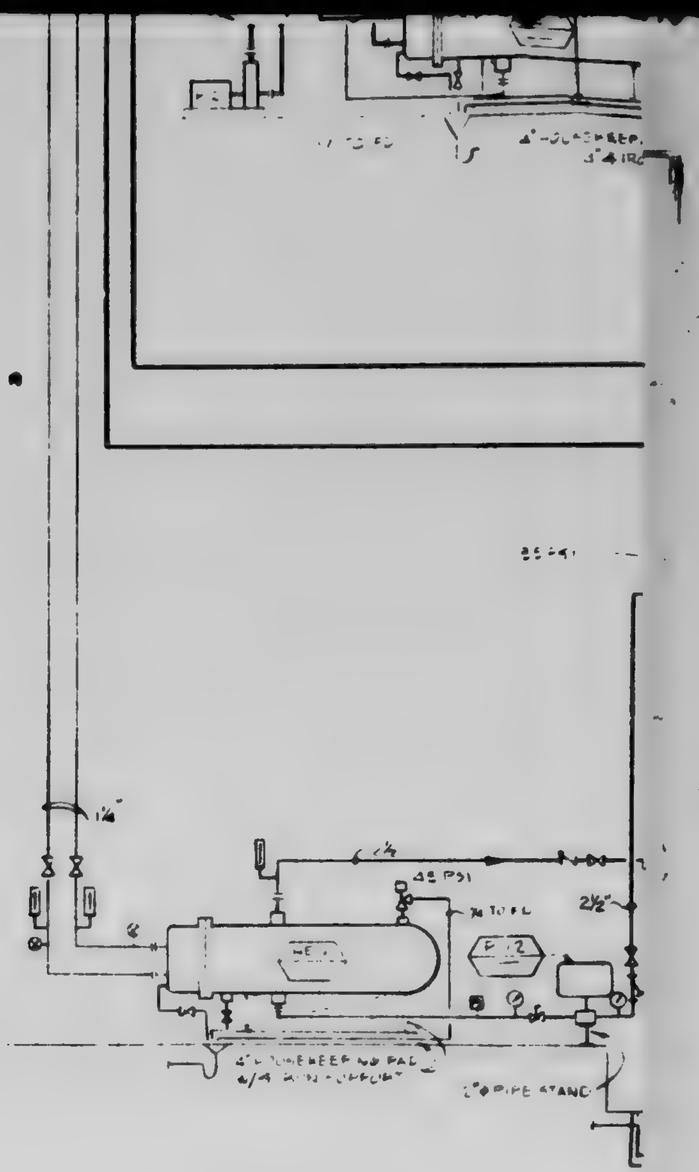

TO MAIN HEATING WATER LOOP
A
B
AIRFILL VALVE
SIGHT GLASS
30 PSI
T-1
COMPRESSION TANK (24 GAL)
AIRTROL FITTING B&G ATFL
PRV SET @ 8PSI
3/4" DRAIN TO FLR DRAIN
CW
3/4
CH
CHR
AIR SEPARATOR TACO "AIRSCOOP"
5"
4"
HW
HWR
CR
3"
CONTROL VALVE: 5.2 PSI WPD, 208 GPM
RUPTURE DISK ASSEMBLY
CH-1
CONTROL PANEL
SEDIMENT TRAP
TO FD
4/M13
P-7
P-5
P-6
4" CONCRETE HOUSEKEEPING PAD
AIRFILL VALVE
T-2
COMPRESSION TANK
AIRTROL FITTING B&G ATFL"
PRV SET @
AIR SEPARATOR B&G "ROL
(470 GPM
1" DRAIN TO FLR DRAIN
C

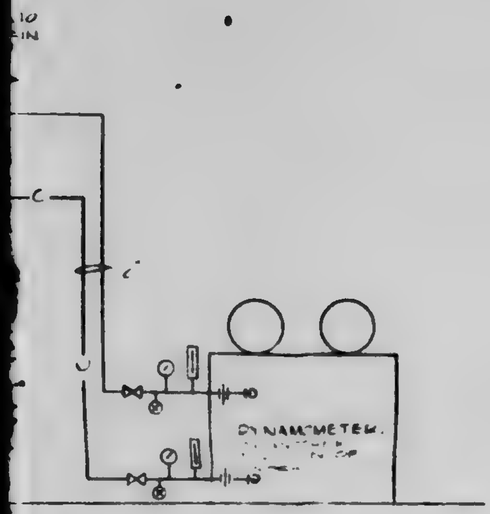
NORTH MECHANICAL PIPING DIAGRAM

3/M13 SCALE NONE

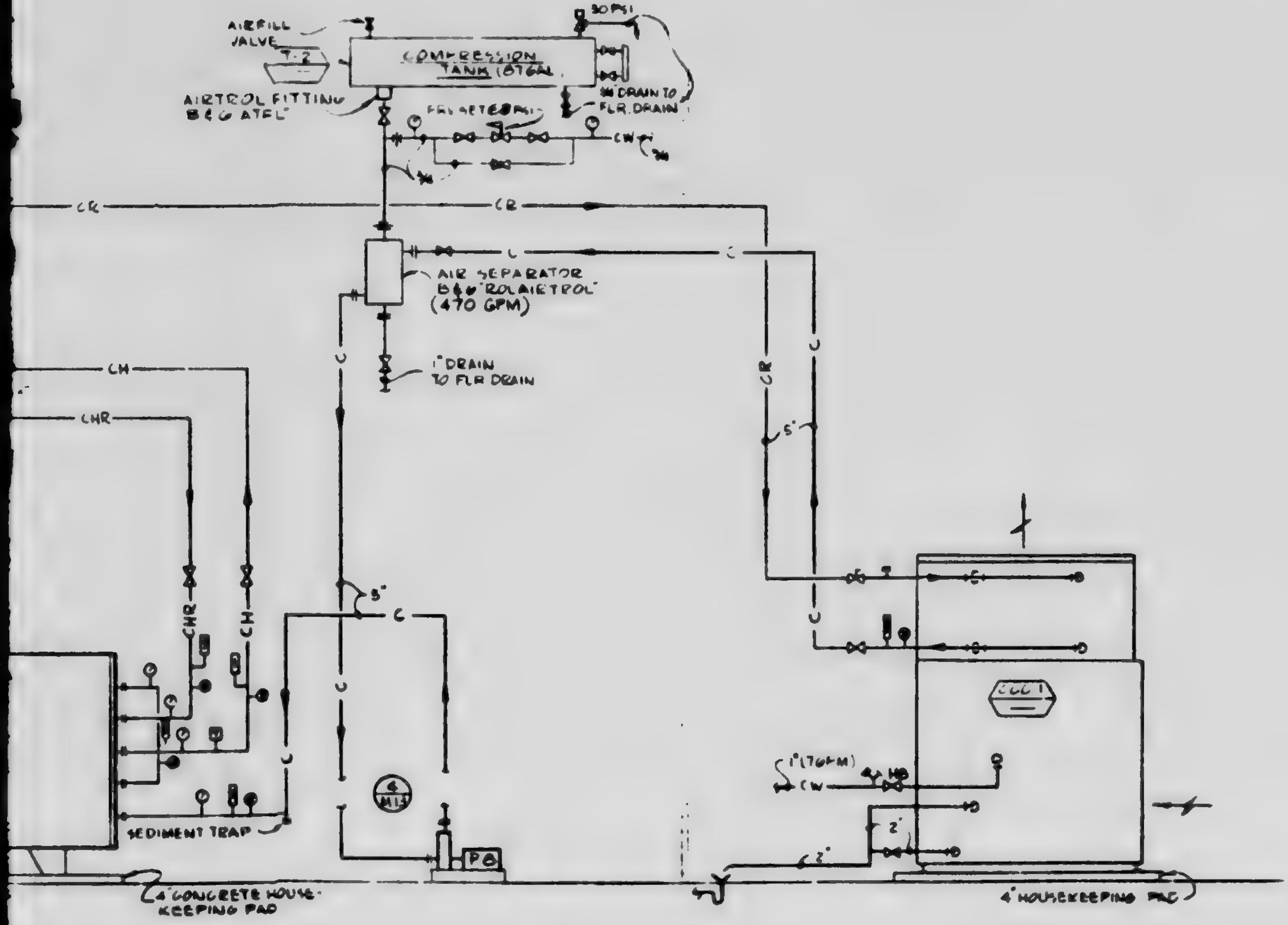

DISTRIBUTION PIPE
1" DRAIN
4" HOUSEKEEPING PAD
P-4A
P-4B

L ROOM PIPING DIAGRAM

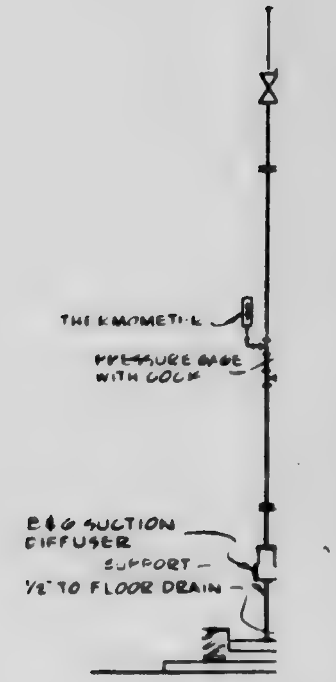

4" HOUSEKEEPING PAD
35 PSI
1¼"
45 PSI
¾ TO FL
HE-1
P-2
2½"
4" HOUSEKEEPING PAD
2" PIPE STAND


C
DYNAMOMETER

RAM

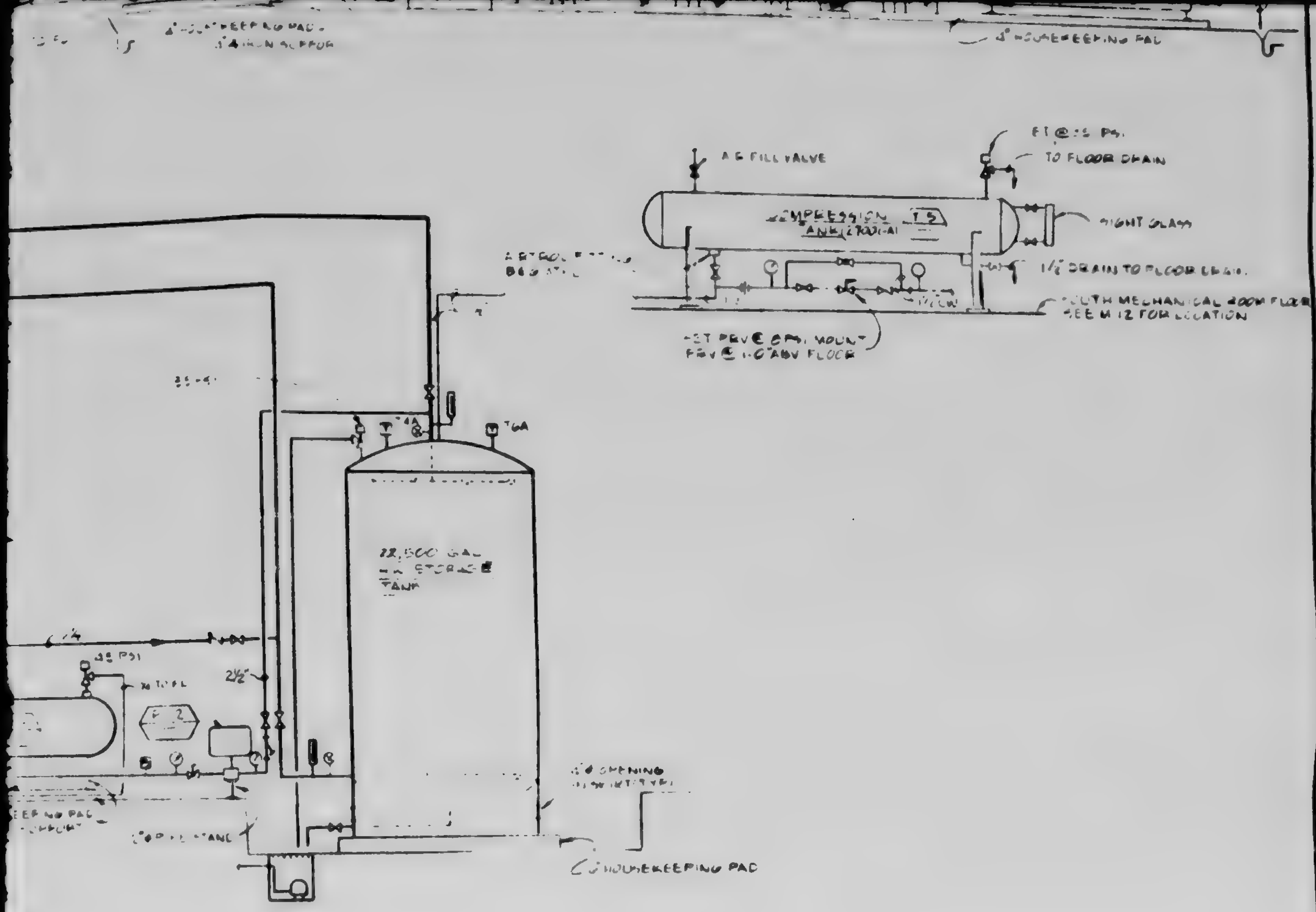

AIRFILL VALVE
T-2
COMPRESSION TANK (87GAL)
30 PSI
¾ DRAIN TO FLR. DRAIN
AIRTROL FITTING B&G ATFL
CW
¾
CR
C
AIR SEPARATOR B&G "ROLAIRTROL" (470 GPM)
1" DRAIN TO FLR DRAIN
CH
CHR
5"
3"
CCU-1
1" (17GPM)
¾ HB
2"
P-8
4 M-13
SEDIMENT TRAP
4" CONCRETE HOUSEKEEPING PAD
4" HOUSEKEEPING PAD

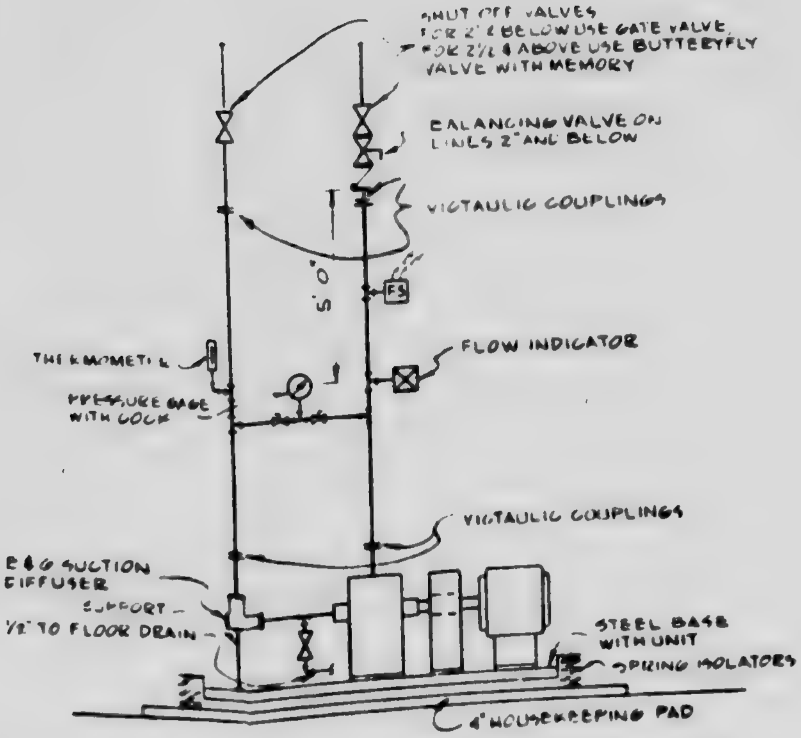
NG DIAGRAM


THERMOMETER
PRESSURE GAGE WITH COCK
B&G SUCTION DIFFUSER
SUPPORT
1/2" TO FLOOR DRAIN

4 M-13 PIPING FOR

SCALE NONE


4" HOUSEKEEPING PAD
4" HOUSEKEEPING FAD
A.S. FILL VALVE
FT @ 15 PSI
TO FLOOR DRAIN
COMPRESSION TANK (270 GAL)
T5
SIGHT GLASS
1½" DRAIN TO FLOOR DRAIN
SOUTH MECHANICAL ROOM FLOOR SEE M 12 FOR LOCATION
SET PRV @ PSI, MOUNT PRV @ 1'-0" ABV FLOOR
22,500 GAL STORAGE TANK
TGA
35 PSI
2½"
HOUSEKEEPING PAD
CHOUSEKEEPING PAD


SHUT OFF VALVES FOR 2" & BELOW USE GATE VALVE, FOR 2½ & ABOVE USE BUTTERFLY VALVE WITH MEMORY
BALANCING VALVE ON LINES 2" AND BELOW
VICTAULIC COUPLINGS
5'-0"
FS
FLOW INDICATOR
THERMOMETER
PRESSURE GAGE WITH COCK
VICTAULIC COUPLINGS
B&G SUCTION DIFFUSER
SUPPORT
½" TO FLOOR DRAIN
STEEL BASE WITH UNIT
SPRING ISOLATORS
4" HOUSEKEEPING PAD

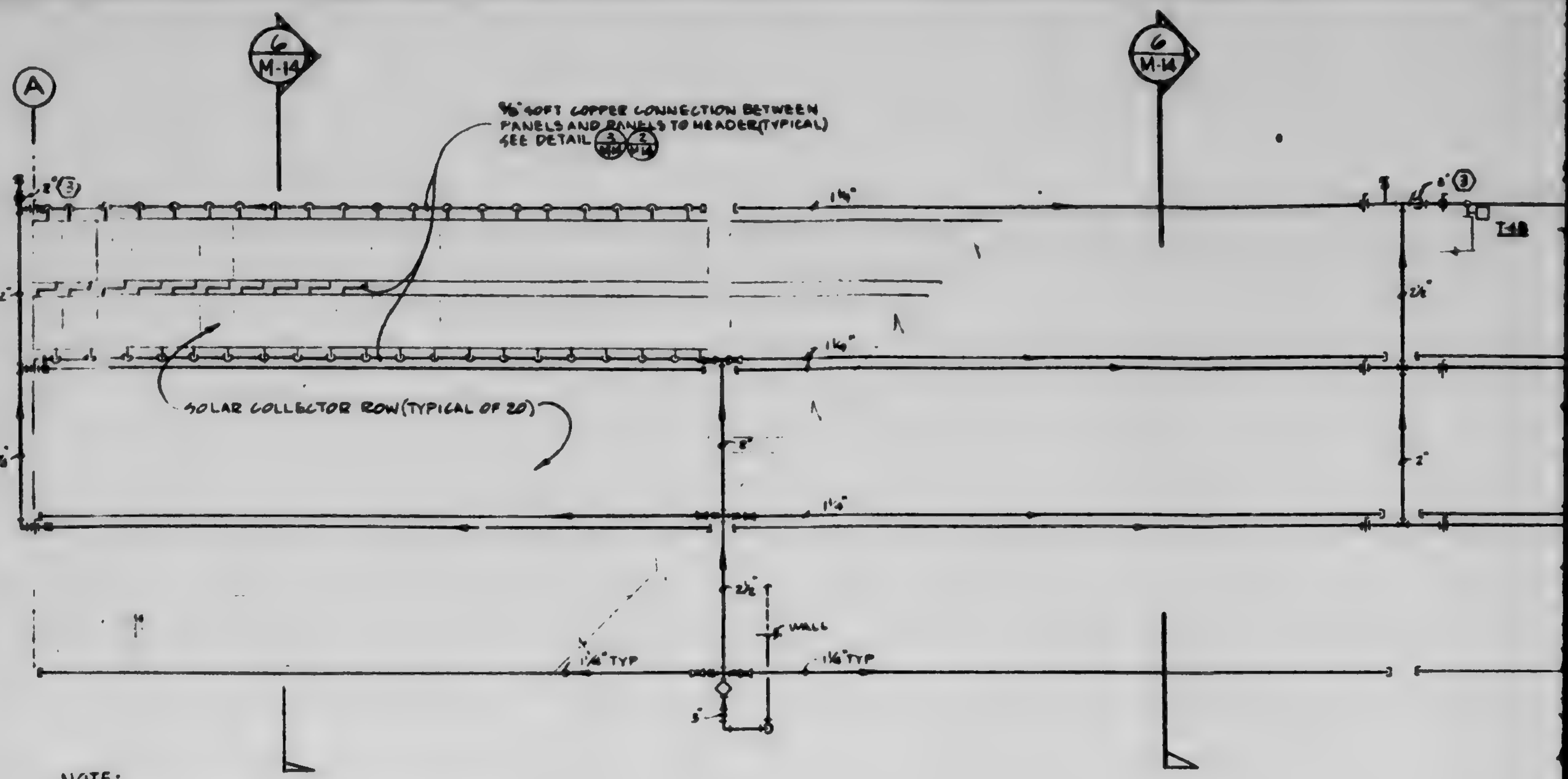
(4/M-13) PIPING FOR BASE MOUNTED PUMPS
SCALE NONE

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 1111 SW OAK PORTLAND, OREGON 97205

PIPING DIAGRAM

Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

M13
of 17 SHEETS


A
6
M-14
6
M-14
5/8" SOFT COPPER CONNECTION BETWEEN PANELS AND PANELS TO HEADER(TYPICAL) SEE DETAIL 3/M14 2/M14
2" ③
1¼"
2"
1¼"
SOLAR COLLECTOR ROW(TYPICAL OF 20)
1½"
8"
1¼"
2½"
WALL
1¼" TYP
1½" TYP
3"
2½"
2"
6" ③
T-18

NOTE:

① FOR SOLAR COLLECTOR STRUCTURAL SUPPORT, SEE STRUCTURAL DWGS. FOR CONNECTION TO STRUCTURAL SUPPORT SEE DETAIL 3/M14

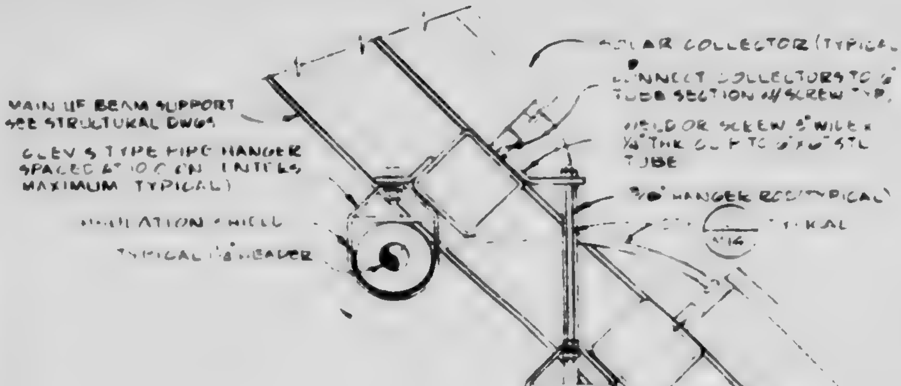
② SLOPE PIPING TO DRAIN WITH VENTS AS HIGH AS POSSIBLE

③ DN FOR ROOF PENETRATION THROUGH SEE ARCHITECTURAL DETAIL 11/22

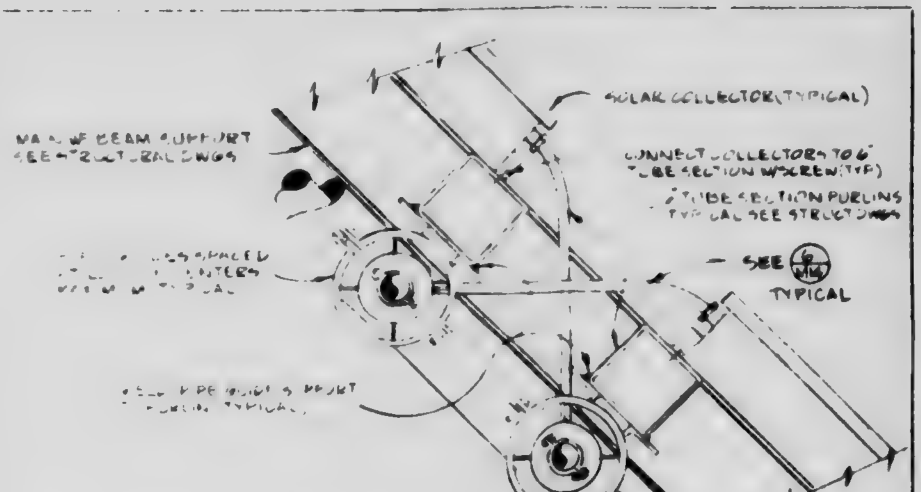
SYMBOL LEGEND

BUTTERFLY VALVE ----
B&G CIRCUIT SETTER ----
BALANCING COCK ----
AIR VENT ------

1/M14 SOLAR COLLECTOR PIPING

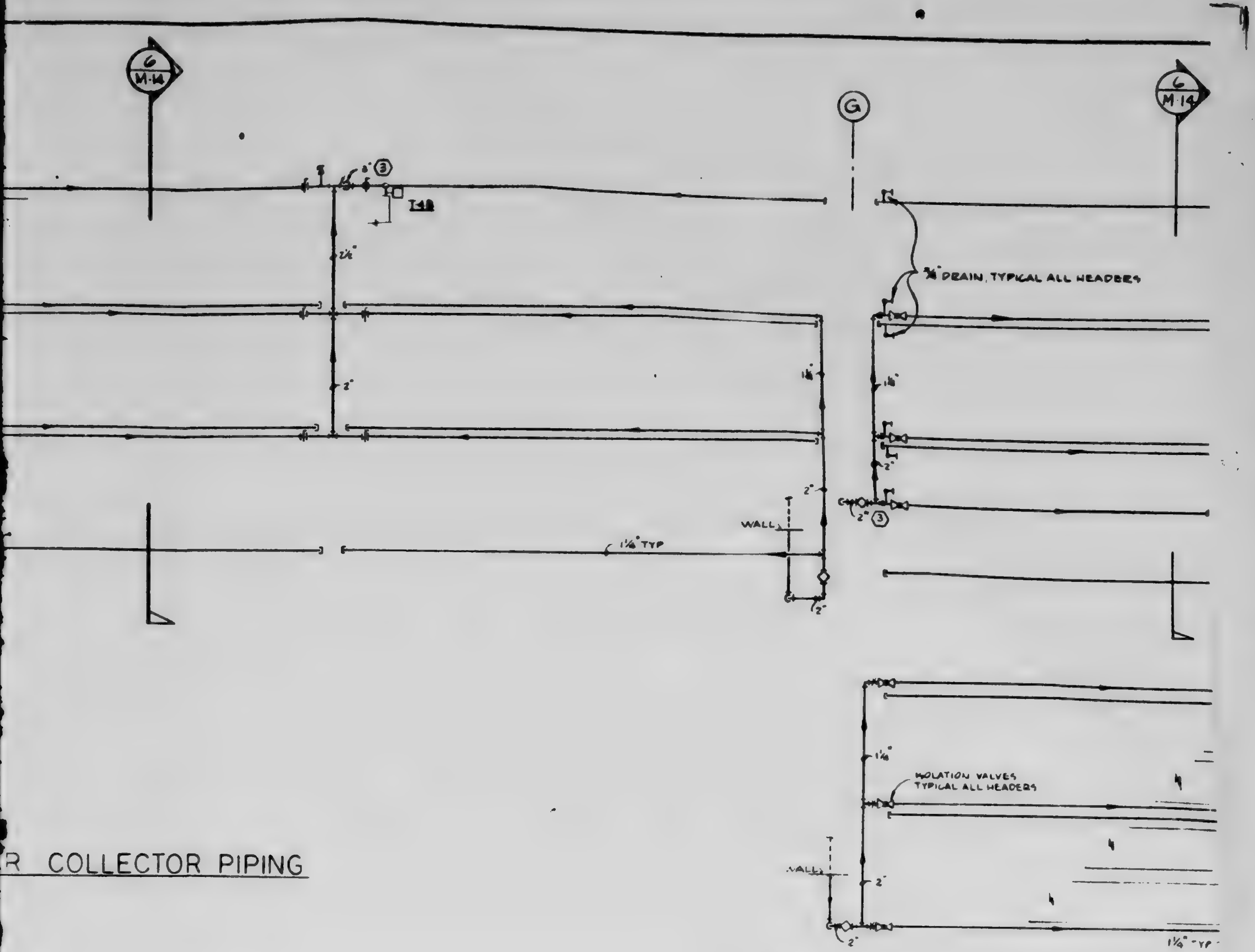

SOLAR COLLECTOR (TYPICAL)
CONNECT COLLECTORS TO 6" TUBE SECTION W/SCREW TYP.
MAIN WF BEAM SUPPORT SEE STRUCTURAL DWGS
WELD OR SCREW 5" WIDE x 1/4" THK CLIP TO 6"x6" STL TUBE
CLEVIS TYPE PIPE HANGER SPACED AT 10'-0" ON CENTERS MAXIMUM TYPICAL)
3/8" HANGER ROD(TYPICAL)
INSULATION SHIELD
M14 TYPICAL
TYPICAL 1½" HEADER

2/M14 TYPICAL PIPE HANGER DETAIL
SCALE 1½" = 1'-0"

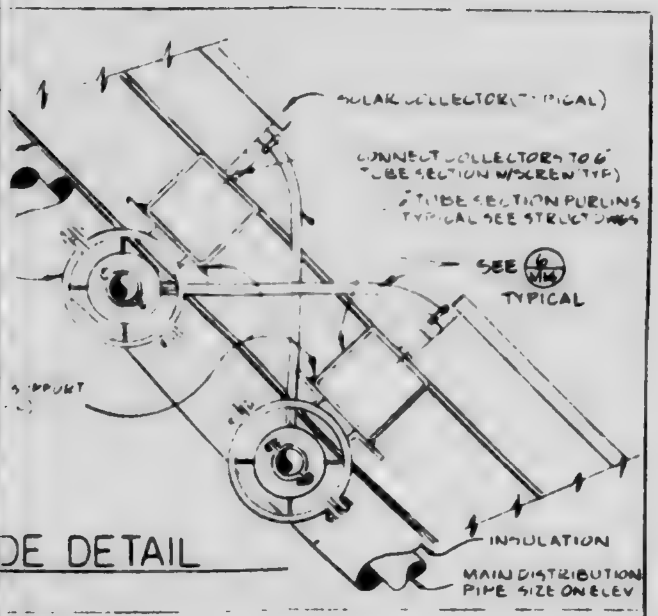

SOLAR COLLECTOR(TYPICAL)
MAIN WF BEAM SUPPORT SEE STRUCTURAL DWGS
CONNECT COLLECTORS TO 6" TUBE SECTION W/SCREW(TYP)
6" TUBE SECTION PURLINS TYPICAL SEE STRUCT DWGS
SEE 6/M14 TYPICAL
INSULATION
MAIN DISTRIBUTION PIPE SIZE ON ELEV

E/M14 PIPE GUIDE DETAIL
SCALE 1½" = 1'-0"

APPLY ADHESIVE TO EDGE OF INSULATION.
SEAL CONNECTION TO PREINSULATED

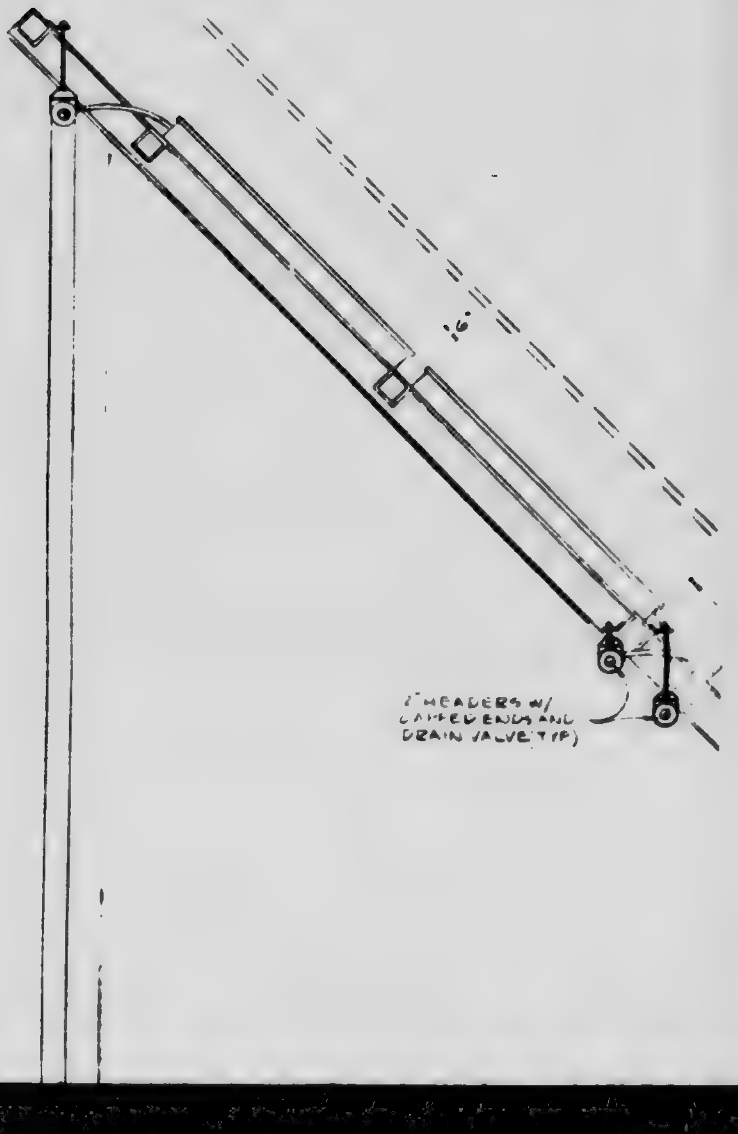

6
M-14
G
6
M-14
3" ③
T-18
2½"
2"
1½"
1½"
2"
2"
2" ③
WALL
1½" TYP
2"
¾" DRAIN, TYPICAL ALL HEADERS
1½"
ISOLATION VALVES
TYPICAL ALL HEADERS
WALL
2"
2"
1¼" TYP

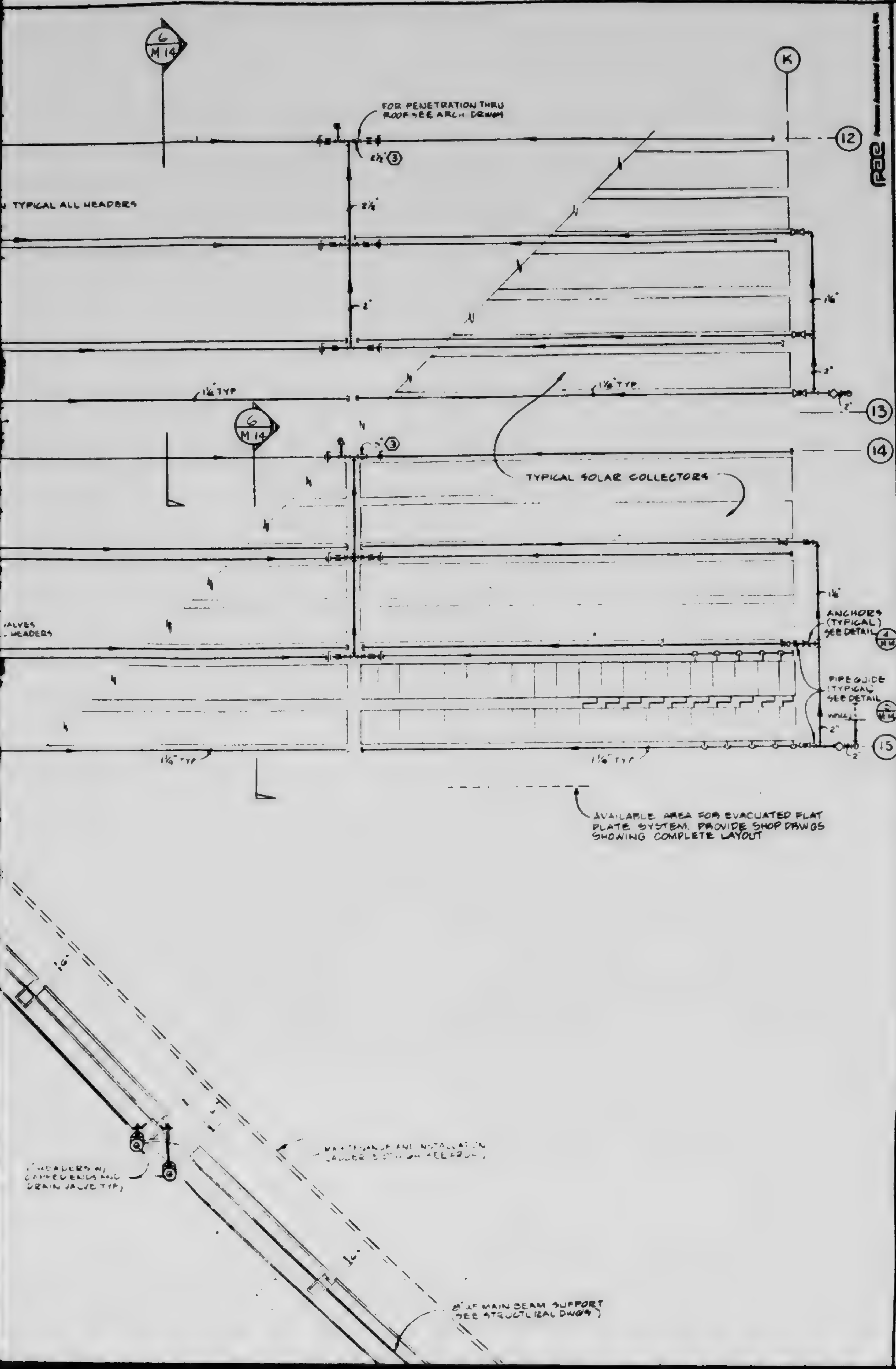
R COLLECTOR PIPING


SOLAR COLLECTOR (TYPICAL)
CONNECT COLLECTORS TO 6" TUBE SECTION W/SCREW (TYP)
TUBE SECTION PURLINS TYPICAL SEE STRUCT DWGS
SEE 6/M-14 TYPICAL
SUPPORT
INSULATION
MAIN DISTRIBUTION PIPE SIZE ON ELEV

DE DETAIL

Y ADHESIVE TO EDGE OF INSULATION.
CONNECTION TO PREINSULATED
COLLECTOR W/ 3/16" BEAD OF
[illegible] SEALER


6'
2" HEADERS W/ CAPPED ENDS AND DRAIN VALVE (TYP)


6
M 14
K
FOR PENETRATION THRU ROOF SEE ARCH DRWGS
2½" ③
12
TYPICAL ALL HEADERS
2½"
2"
1¼"
2"
1¼" TYP
1¼" TYP.
2"
13
6
M 14
5" ③
14
TYPICAL SOLAR COLLECTORS
1¼"
ANCHORS (TYPICAL) SEE DETAIL
VALVES
HEADERS
PIPE GUIDE (TYPICAL SEE DETAIL
WALL
2"
2"
15
1¼" TYP
1¼" TYP
AVAILABLE AREA FOR EVACUATED FLAT PLATE SYSTEM. PROVIDE SHOP DRWGS SHOWING COMPLETE LAYOUT
16"
16"
HEADERS W/ CAPPED ENDS AND DRAIN VALVE TYP.
MAINTENANCE AND INSTALLATION
8" ℄ MAIN BEAM SUPPORT (SEE STRUCTURAL DWGS)

DATE APRIL 29, 1980

JOB NO 9017.05

SCALE: AS NOTED

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 113 S.W. OAK PORTLAND, OREGON 97204

County
ERATIONS FACILITY
y, Oregon

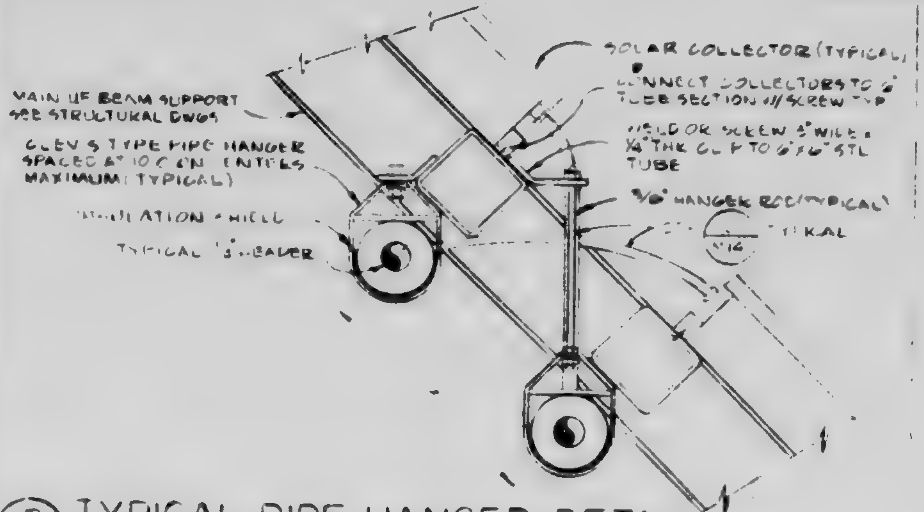
LS

③ DN FOR ROOF PENETRATION THROUGH SEE ARCHITECTURAL DETAIL 11/22

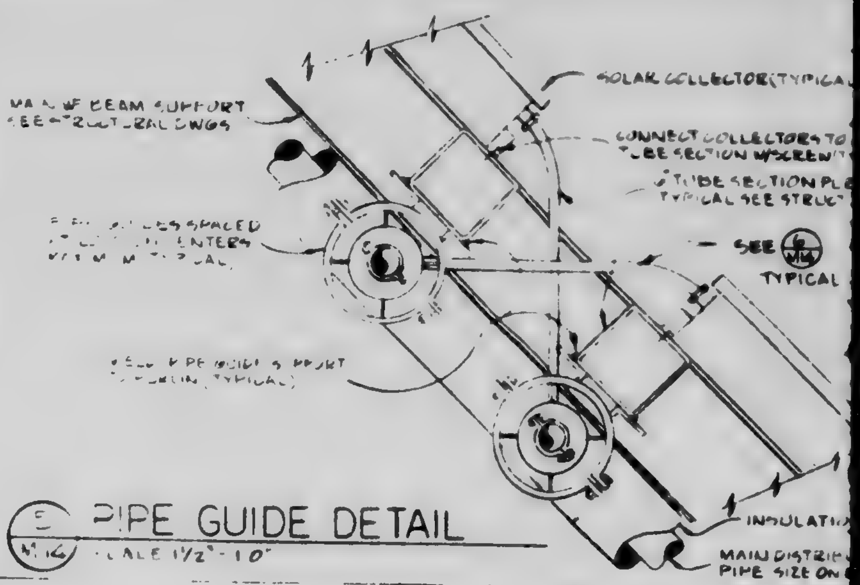
SYMBOL LEGEND

BUTTERFLY VALVE ----
B&G CIRCUIT SETTER ----
BALANCING COCK ----
AIR VENT ------

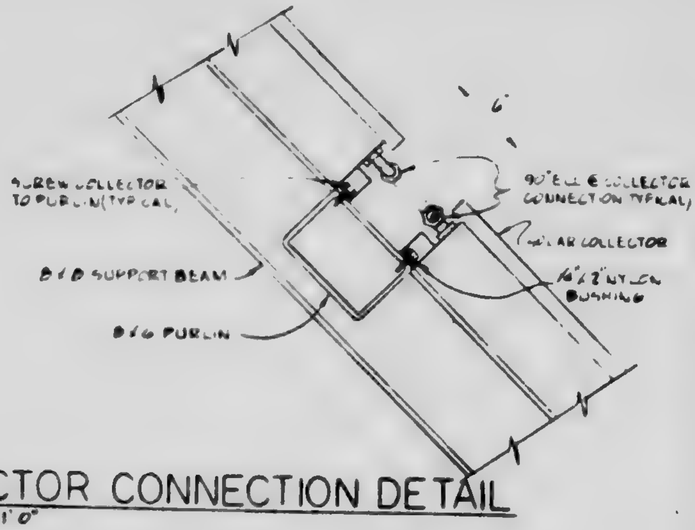
1/M14 SOLAR COLLECTOR PIPING


MAIN WF BEAM SUPPORT SEE STRUCTURAL DWGS
CLEVIS TYPE PIPE HANGER SPACED AT 10 FT ON CENTERS MAXIMUM (TYPICAL)
INSULATION SHIELD
TYPICAL 3" HEADER
SOLAR COLLECTOR (TYPICAL)
CONNECT COLLECTORS TO 6" TUBE SECTION W/ SCREW TYP
WELD OR SCREW 3" WIDE × 1/4" THK CLIP TO 6"×6" STL TUBE
3/8" HANGER ROD (TYPICAL)
TYPICAL
M14

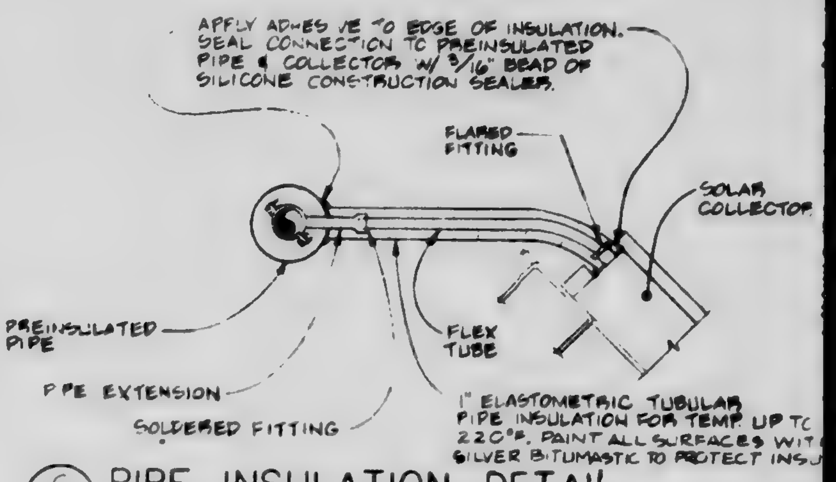
2/M14 TYPICAL PIPE HANGER DETAIL
SCALE 1½" = 1'0"


MAIN WF BEAM SUPPORT SEE STRUCTURAL DWGS
PIPE GUIDES SPACED AT 10 FT ON CENTERS MAXIMUM TYPICAL
WELD PIPE GUIDE SUPPORT TO PURLIN (TYPICAL)
SOLAR COLLECTOR (TYPICA
CONNECT COLLECTORS TO TUBE SECTION W/SCREW
6" TUBE SECTION PL TYPICAL SEE STRUC
SEE 6/M14 TYPICAL
INSULATI
MAIN DISTRIB PIPE SIZE ON

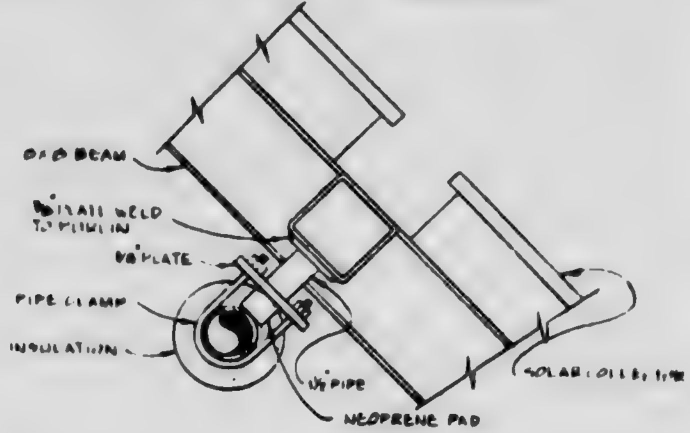
5/M14 PIPE GUIDE DETAIL
SCALE 1½" = 1'0"


SCREW COLLECTOR TO PURLIN (TYPICAL)
B&G SUPPORT BEAM
B&G PURLIN
90° ELL & COLLECTOR CONNECTION TYPICAL)
SOLAR COLLECTOR
1/4"×2" NYLON BUSHING

3/M14 COLLECTOR CONNECTION DETAIL
SCALE 1½" - 1'0"

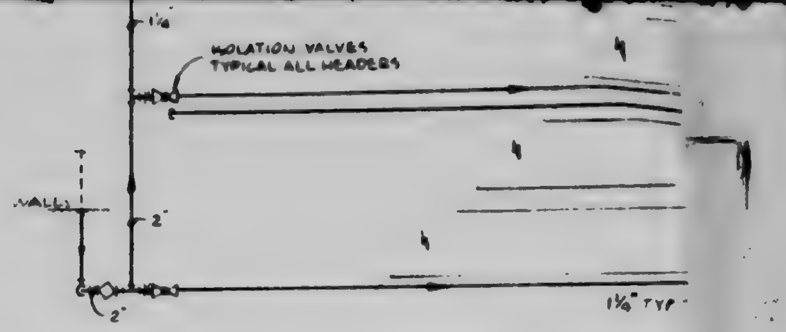

APPLY ADHESIVE TO EDGE OF INSULATION. SEAL CONNECTION TO PREINSULATED PIPE & COLLECTOR W/ 3/16" BEAD OF SILICONE CONSTRUCTION SEALER.
FLARED FITTING
SOLAR COLLECTOR
PREINSULATED PIPE
FLEX TUBE
PIPE EXTENSION
SOLDERED FITTING
1" ELASTOMETRIC TUBULAR PIPE INSULATION FOR TEMP. UP TO 220°F. PAINT ALL SURFACES WIT SILVER BITUMASTIC TO PROTECT INSU

6/M14 PIPE INSULATION DETAIL
SCALE: NONE

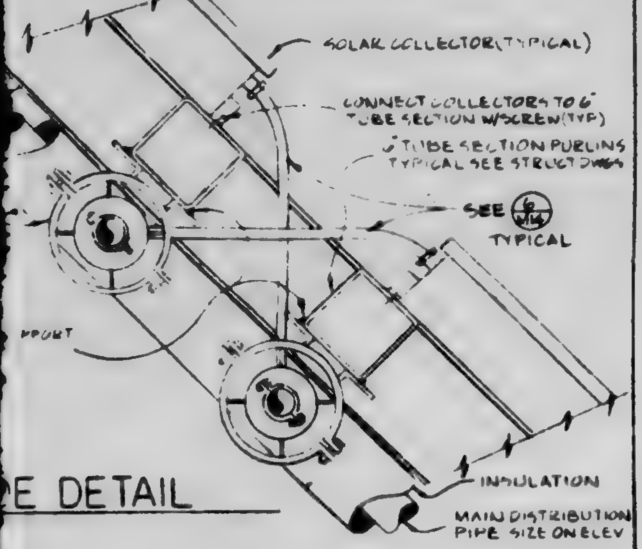

B&G BEAM
3/16" SEAL WELD TO PURLIN
1/4" PLATE
PIPE CLAMP
INSULATION
1½" PIPE
NEOPRENE PAD
SOLAR COLLECTOR

4/M14 PIPE ANCHOR DETAIL
SCALE 1½" = 1'0"

COLLECTOR PIPING

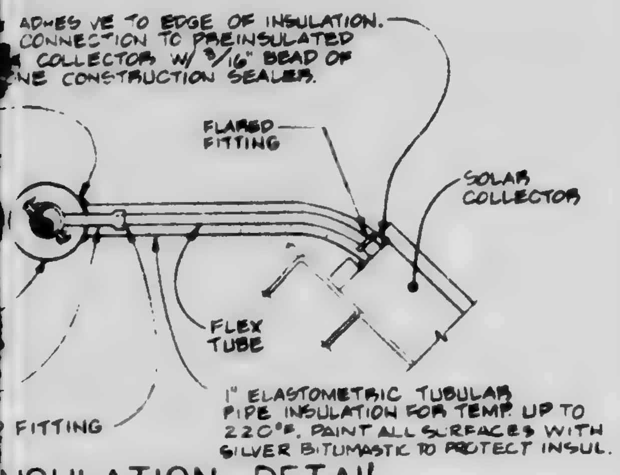


1¼
ISOLATION VALVES
TYPICAL ALL HEADERS
WALL
2"
2"
1¼" TYP



SOLAR COLLECTOR (TYPICAL)
CONNECT COLLECTORS TO 6" TUBE SECTION W/SCREW (TYP)
6" TUBE SECTION PURLINS TYPICAL SEE STRUCT DWGS
SEE 6/M14 TYPICAL
PPORT
INSULATION
MAIN DISTRIBUTION PIPE SIZE ON ELEV

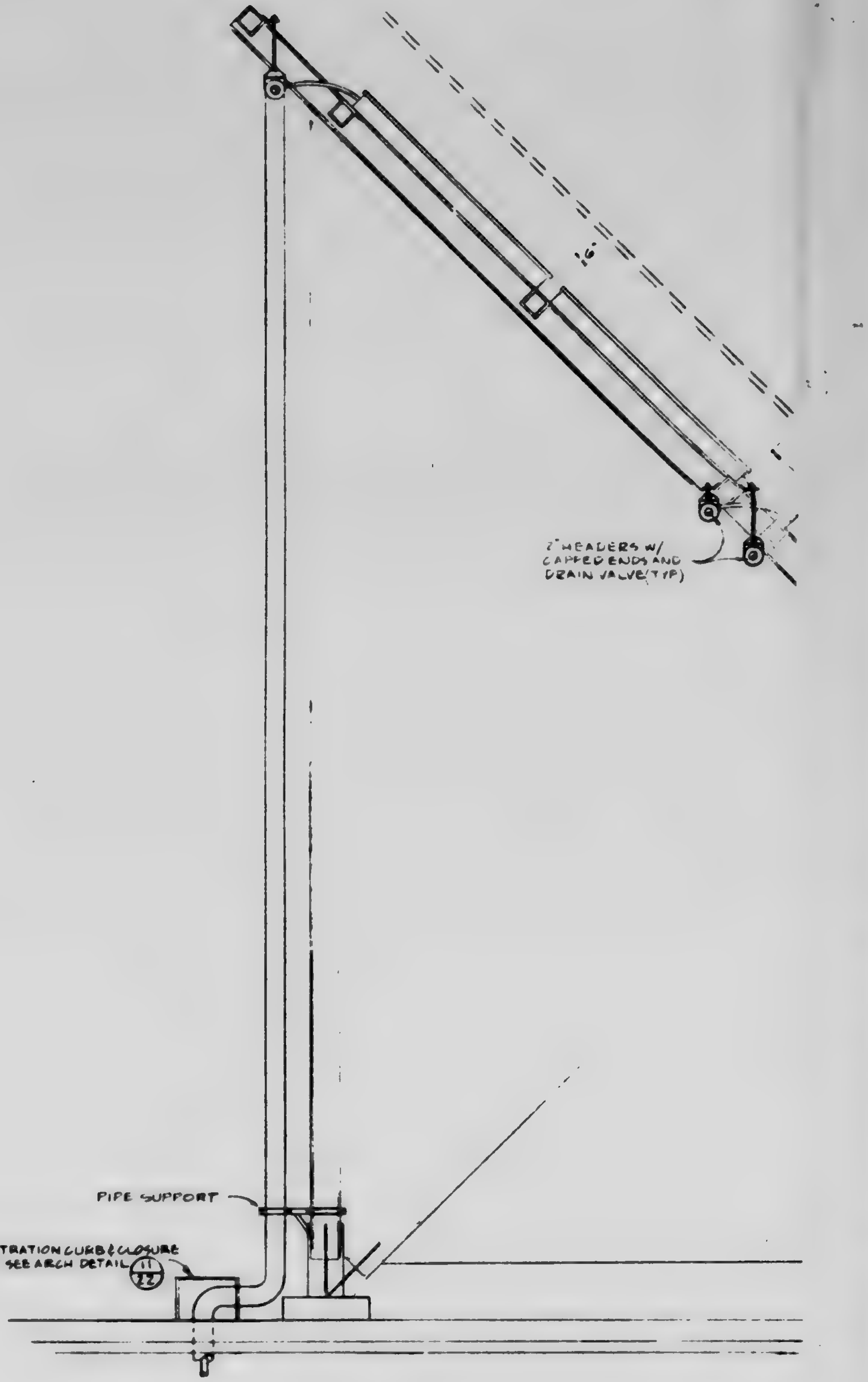
E DETAIL



ADHES VE TO EDGE OF INSULATION. CONNECTION TO PREINSULATED COLLECTOR W/ 3/16" BEAD OF NE CONSTRUCTION SEALER.
FLARED FITTING
SOLAR COLLECTOR
FLEX TUBE
FITTING
1" ELASTOMETRIC TUBULAR PIPE INSULATION FOR TEMP. UP TO 220°F. PAINT ALL SURFACES WITH SILVER BITUMASTIC TO PROTECT INSUL.

NSULATION DETAIL

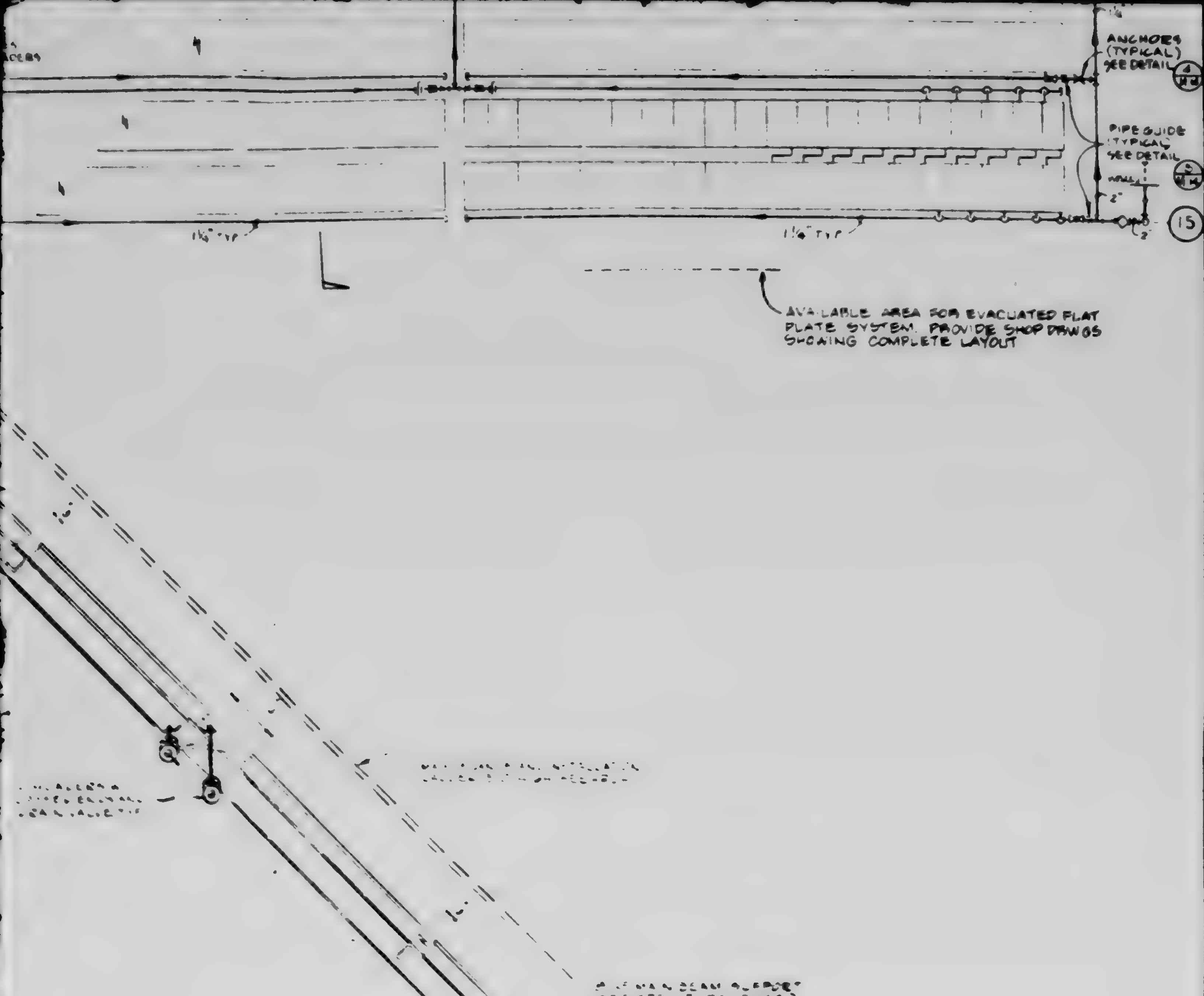
NE



16'
2" HEADERS W/ CAPPED ENDS AND DRAIN VALVE (TYP)
PIPE SUPPORT
ROOF PENETRATION CURB & CLOSURE BY OTHERS SEE ARCH DETAIL 11/22

6/M14 SECTION

SCALE ½"=1'0"


ACERS
ANCHORS (TYPICAL) SEE DETAIL
4
M4
PIPE GUIDE (TYPICAL) SEE DETAIL
5
M4
WALL
2"
2"
15
1¼" TYP
1¼" TYP
AVAILABLE AREA FOR EVACUATED FLAT PLATE SYSTEM. PROVIDE SHOP DRWGS SHOWING COMPLETE LAYOUT
PARAPET
ROOF

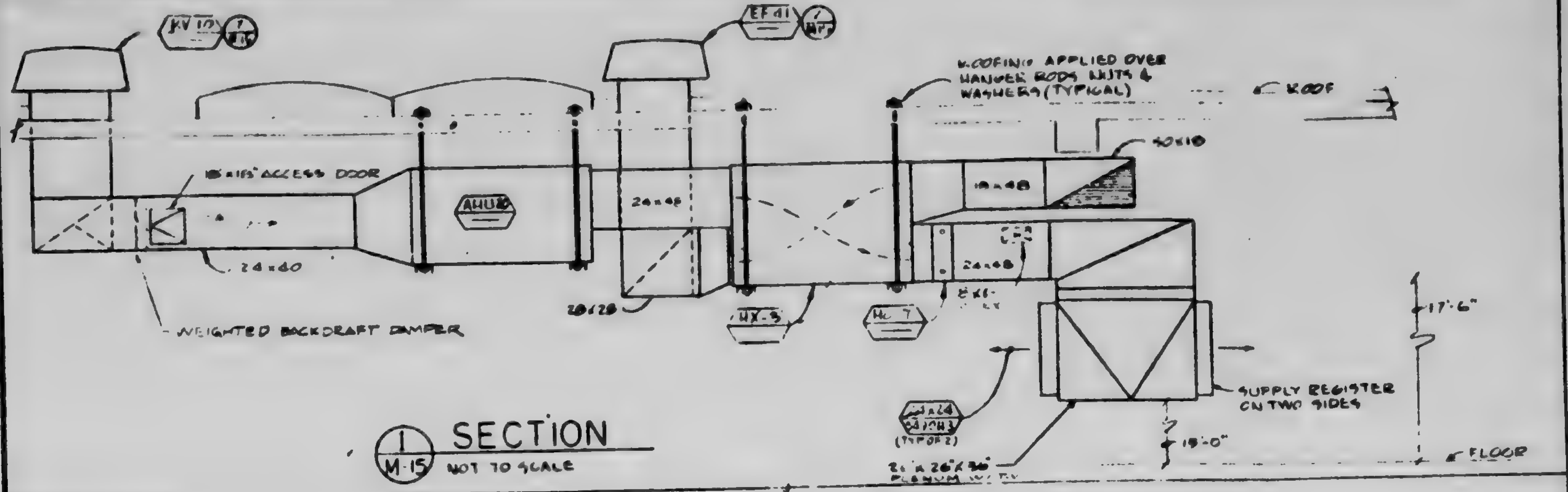
SECTION THRU SOLAR COLLECTOR FRAME

SCALE: AS NOTED

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

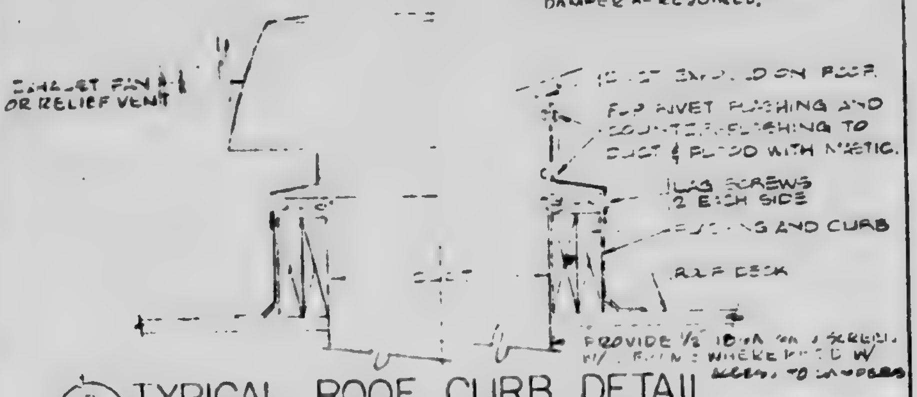
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

SOLAR PIPING + DETAILS

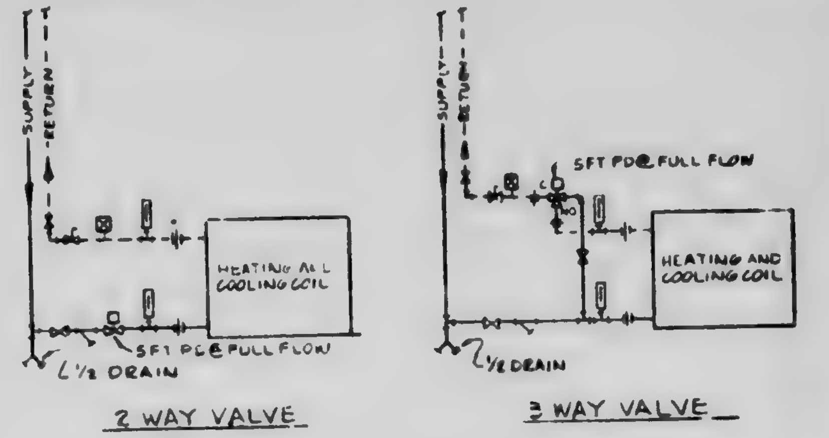

KV 10
7
EF 41
7
ROOFING APPLIED OVER HANGER RODS NUTS & WASHERS (TYPICAL)
ROOF
40x10
18"x18" ACCESS DOOR
AHU 8
24x48
18x48
24x48
24x40
28x28
HX-3
HC 7
WEIGHTED BACKDRAFT DAMPER
17'-6"
SUPPLY REGISTER ON TWO SIDES
(TYP OF 2)
15'-0"
FLOOR
26"x 26"x 36" PLENUM

1
M-15
SECTION
NOT TO SCALE

NOTES:
1. MECH CONTRACTOR TO COORDINATE EXHAUST FAN LOCATIONS [illegible] INSTALLED.
2. INSTALL [illegible] DETAILS AS SHOWN ON ARCH. DWG. 23.
3. PROVIDE ALUM. OR BACKDRAFT DAMPER AS REQUIRED.

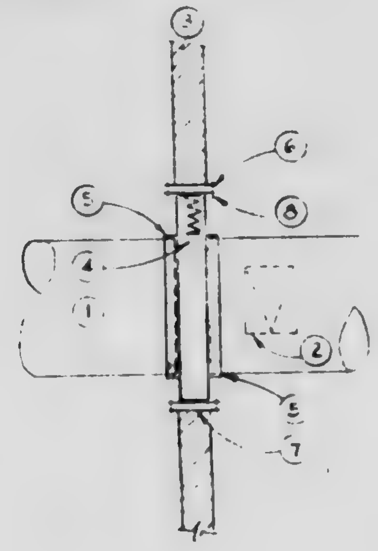

EXHAUST FAN OR RELIEF VENT
[illegible] ON ROOF
FOR RIVET FLASHING AND COUNTERFLASHING TO DUCT & FLOOD WITH MASTIC.
LAG SCREWS 2 EACH SIDE
[illegible] AND CURB
ROOF DECK
PROVIDE 1/2" 16GA [illegible] SCREEN [illegible] WHERE [illegible] W/ ACCESS TO DAMPERS

2
M-15
TYPICAL ROOF CURB DETAIL
NOT TO SCALE

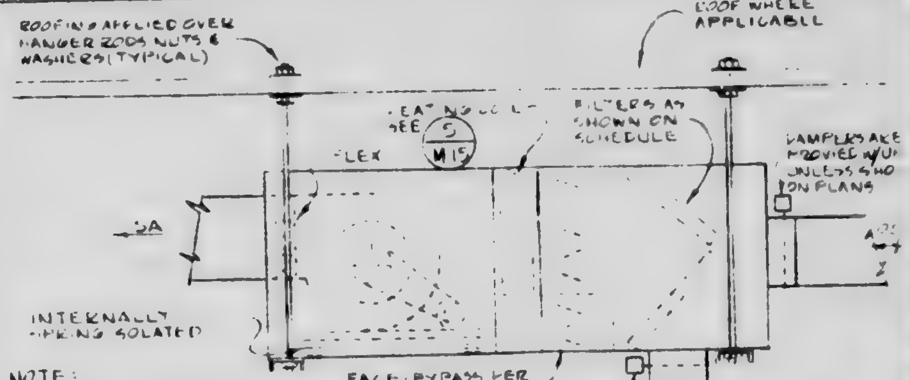

SUPPLY
RETURN
HEATING AND COOLING COIL
SFT PD @ FULL FLOW
1/2 DRAIN
2 WAY VALVE
SUPPLY
RETURN
SFT PD @ FULL FLOW
HEATING AND COOLING COIL
1/2 DRAIN
3 WAY VALVE

5
M-15
TYP. WATER COIL PIPING DIAGRAM
NOT TO SCALE

1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]
5. [illegible]
6. [illegible] FRA[illegible] EXTEN[illegible]
7. [illegible] INCH [illegible]
8. [illegible] SLEEVE [illegible] 3" MIN[illegible] BEYOND OPENING

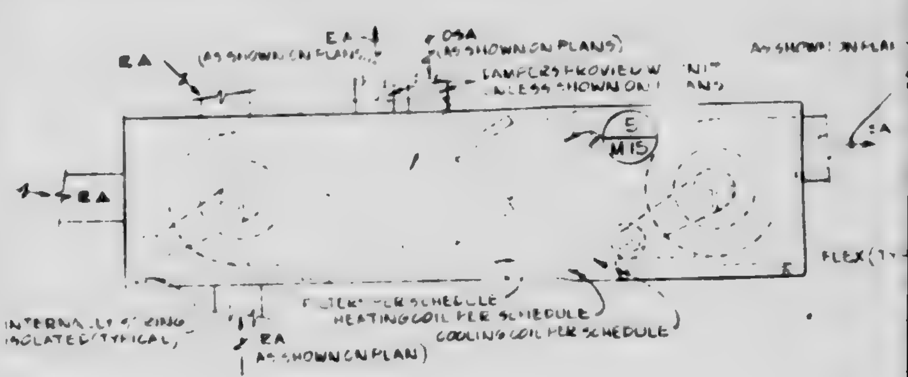


3
M-15
FIRE DAMPER DETAIL
NOT TO SCALE

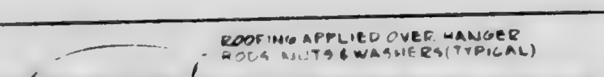

ROOFING APPLIED OVER HANGER RODS NUTS & WASHERS (TYPICAL)
ROOF WHERE APPLICABLE
HEATING COIL SEE 5 M-15
FILTERS AS SHOWN ON SCHEDULE
FLEX
DAMPERS ARE PROVIDED W/UNIT UNLESS SHOWN ON PLANS
SA
INTERNALLY SPRING ISOLATED
FACE/BYPASS PER SCHEDULE
DAMPERS ARE PROVIED W/UNIT UNLESS SHOWN ON PLANS
1/2" 16GA GALV SCREEN W/ 4 FRAME

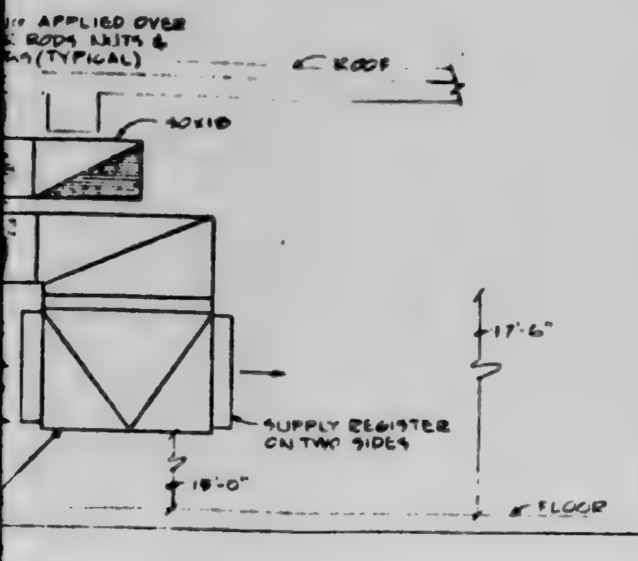
NOTE:
UNITS W/FACE BYPASS COILS TO HAVE 3 WAY CONTROL VALVES CONTROL VALVE TO MODULATE FROM HEAT TO NO HEAT WHEN FACE BYPASS DAMPERS ARE IN FULL BYPASS MODE

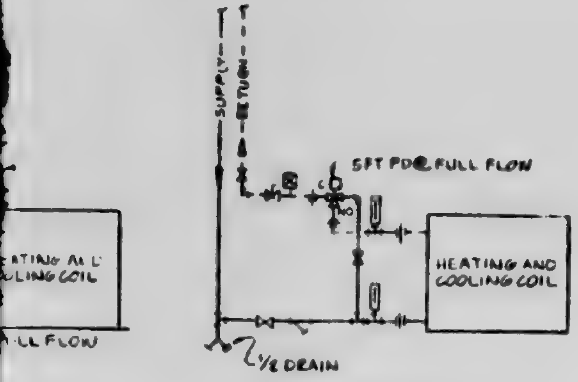
6
M-15
TYPICAL AIR HANDLING UNIT
NOT TO SCALE


EA
(AS SHOWN ON PLANS)
RA
OSA
(AS SHOWN ON PLANS)
DAMPERS PROVIDED W/UNIT UNLESS SHOWN ON PLANS
AS SHOWN ON PLANS
SA
5
M-15
EA
FLEX
INTERNALLY SPRING ISOLATED (TYPICAL)
RA
AS SHOWN ON PLAN)
FILTERS PER SCHEDULE
HEATING COIL PER SCHEDULE
COOLING COIL PER SCHEDULE

7
M-15
TYPICAL AIR HANDLING UNIT
NOT TO SCALE


ROOFING APPLIED OVER HANGER RODS NUTS & WASHERS (TYPICAL)

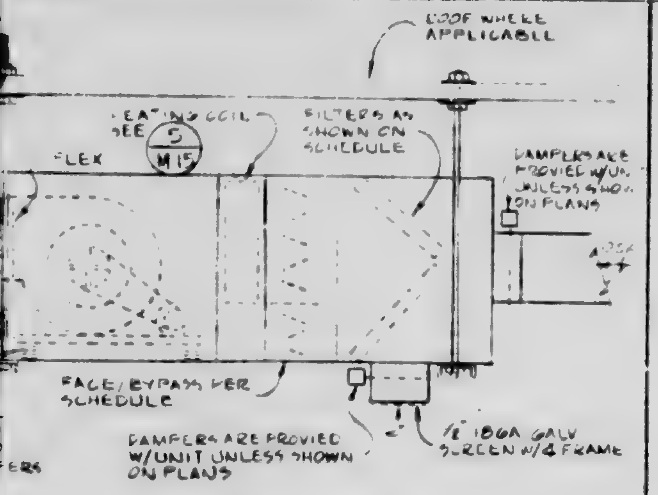

APPLIED OVER
RODS NUTS &
(TYPICAL)
ROOF
40X10
17'-6"
SUPPLY REGISTER
ON TWO SIDES
15'-0"
FLOOR


SUPPLY
RETURN
5FT PD@ FULL FLOW
EATING AND
OLING COIL
LL FLOW
HEATING AND
COOLING COIL
½ DRAIN

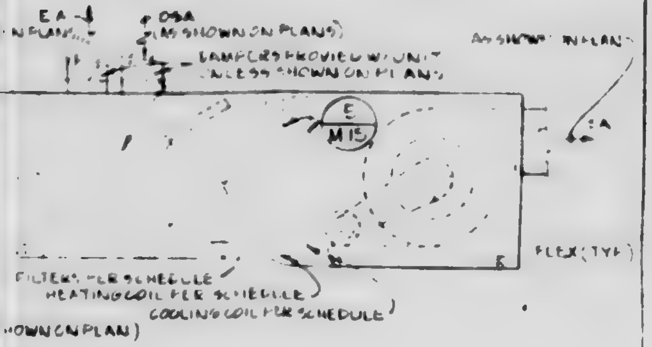
ALVE

3 WAY VALVE

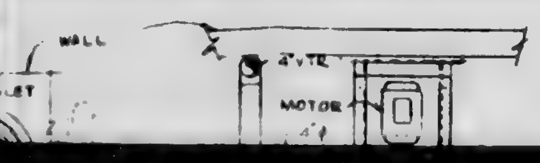
R COIL PIPING DIAGRAM

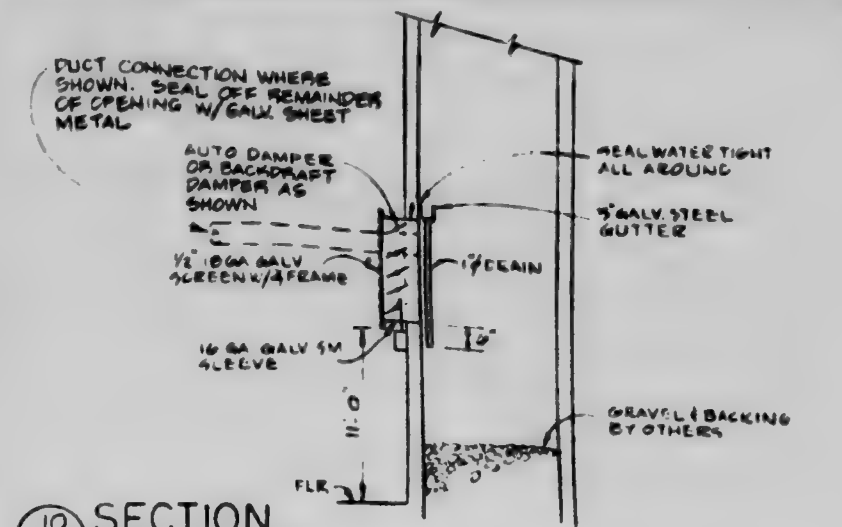

ROOF WHERE
APPLICABLE
HEATING COIL
SEE 5/M15
FLEX
FILTERS AS
SHOWN ON
SCHEDULE
DAMPERS ARE
PROVIED W/UN
UNLESS SHOWN
ON PLANS
FACE/BYPASS PER
SCHEDULE
DAMPERS ARE PROVIED
W/UNIT UNLESS SHOWN
ON PLANS
½" 16GA GALV
SCREEN W/4 FRAME
ERS

AL AIR HANDLING UNIT


EA
N PLANS
OSA
(AS SHOWN ON PLANS)
DAMPERS PROVIED W/UNIT
UNLESS SHOWN ON PLANS
AS SHOWN IN PLANS
E/M15
EA
FLEX (TYP)
FILTERS PER SCHEDULE
HEATING COIL PER SCHEDULE
COOLING COIL PER SCHEDULE
HOWN ON PLAN)

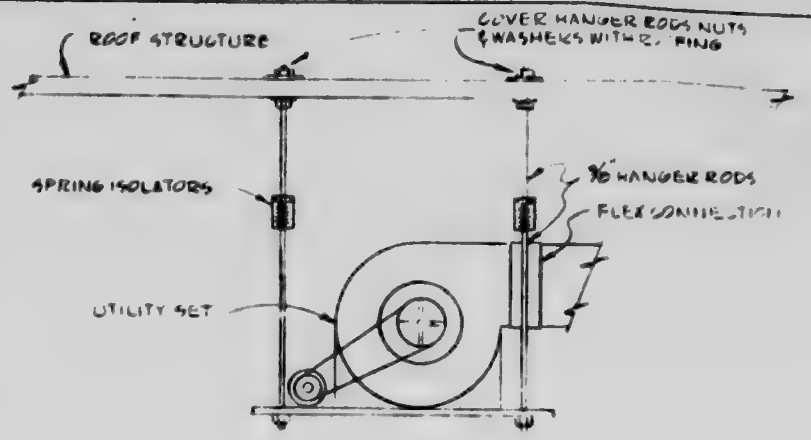
AIR HANDLING UNIT


WALL
LET
4"VTR
MOTOR
4"Ø


DUCT CONNECTION WHERE
SHOWN. SEAL OFF REMAINDER
OF OPENING W/GALV. SHEET
METAL
AUTO DAMPER
OR BACKDRAFT
DAMPER AS
SHOWN
½" 16GA GALV
SCREEN W/4 FRAME
16 GA GALV SM
SLEEVE
SEAL WATER TIGHT
ALL AROUND
5" GALV. STEEL
GUTTER
1½" DRAIN
6"
GRAVEL & BACKING
BY OTHERS
FLR

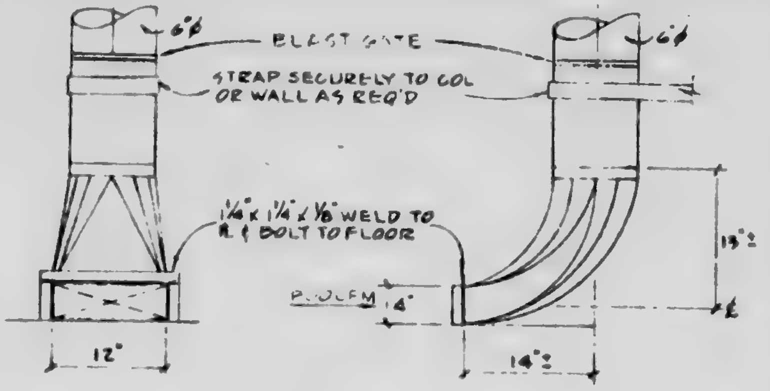
10/M15 SECTION

NOT TO SCALE


ROOF STRUCTURE
COVER HANGER RODS NUTS
& WASHERS WITH R. FING
⅜" HANGER RODS
SPRING ISOLATORS
FLEX CONNECTION
UTILITY SET

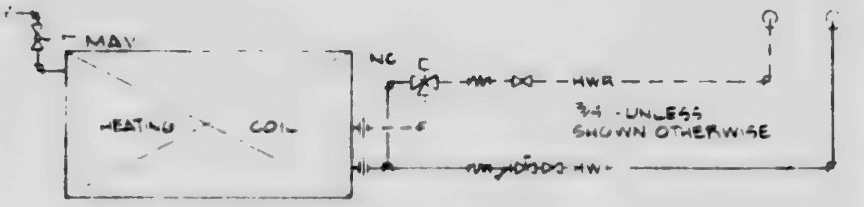
11/M15 TYPICAL UTILITY SET

NOT TO SCALE


6"Ø
BLAST GATE
6"Ø
STRAP SECURELY TO COL
OR WALL AS REQ'D
1¼" x 1¼" x ⅛" WELD TO
R & BOLT TO FLOOR
CFM
14"
13½"
12"
14½"

12/M15 FLOOR SWEEP DETAIL

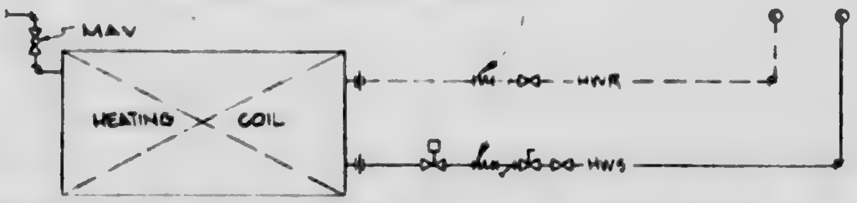
NO SCALE

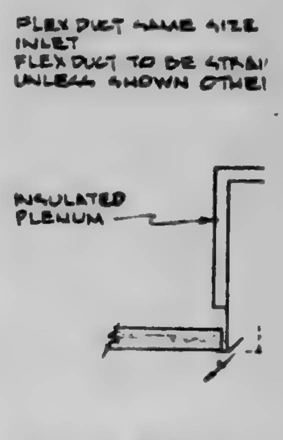

MAV
NC
C
HEATING
COIL
HWR
¾ - UNLESS
SHOWN OTHERWISE
HW

THREE-WAY CONTROL VALVE PIPING

NOTE: FINAL TERMINAL UNIT ON ANY REHEAT PIPING RUN MUST HAVE A THREE WAY VALVE. ALL OTHER T.U.S WITH REHEAT COILS CAN HAVE TWO WAY VALVES.

FLEX-CONNECTION = KEFLEX BRONZE BRAIDED METAL HOSE 550 PSI MAXIMUM WORKING PRESSURE. TYPICAL


MAV
HEATING
COIL
HWR
HWS


FLEX DUCT SAME SIZE
INLET
FLEX DUCT TO BE STRAI
UNLESS SHOWN OTHE
INSULATED
PLENUM

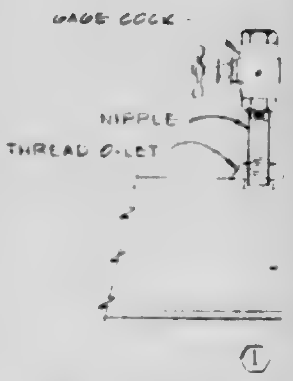
15/M15 T BAR D

SCALE: NONE

COOLING C
DRAIN PAN

16/M15 TRAP D

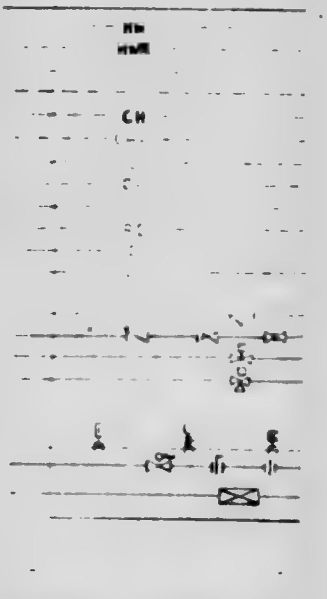
SCALE: NONE

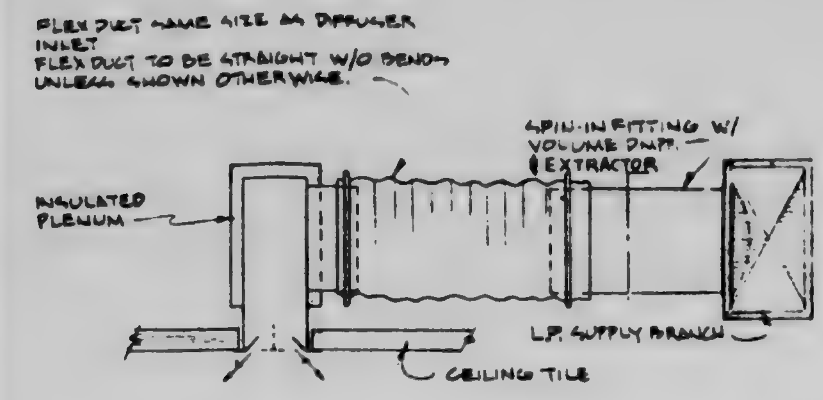

GAGE COCK
NIPPLE
THREAD O-LET

17/M15 PIPE A

NOT TO SCALE

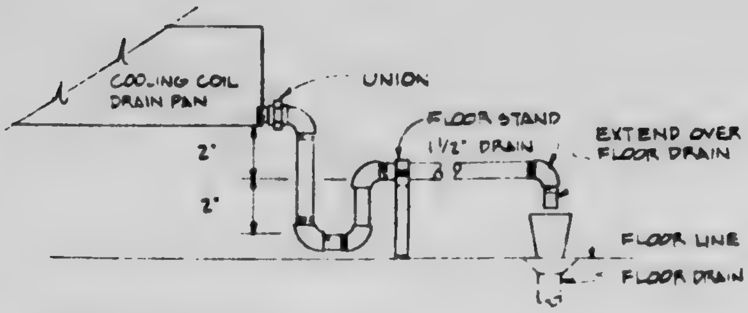
PIP




FLEX DUCT SAME SIZE AS DIFFUSER INLET
FLEX DUCT TO BE STRAIGHT W/O BENDS UNLESS SHOWN OTHERWISE.
SPIN-IN FITTING W/ VOLUME DMPR. & EXTRACTOR
INSULATED PLENUM
L.P. SUPPLY BRANCH
CEILING TILE

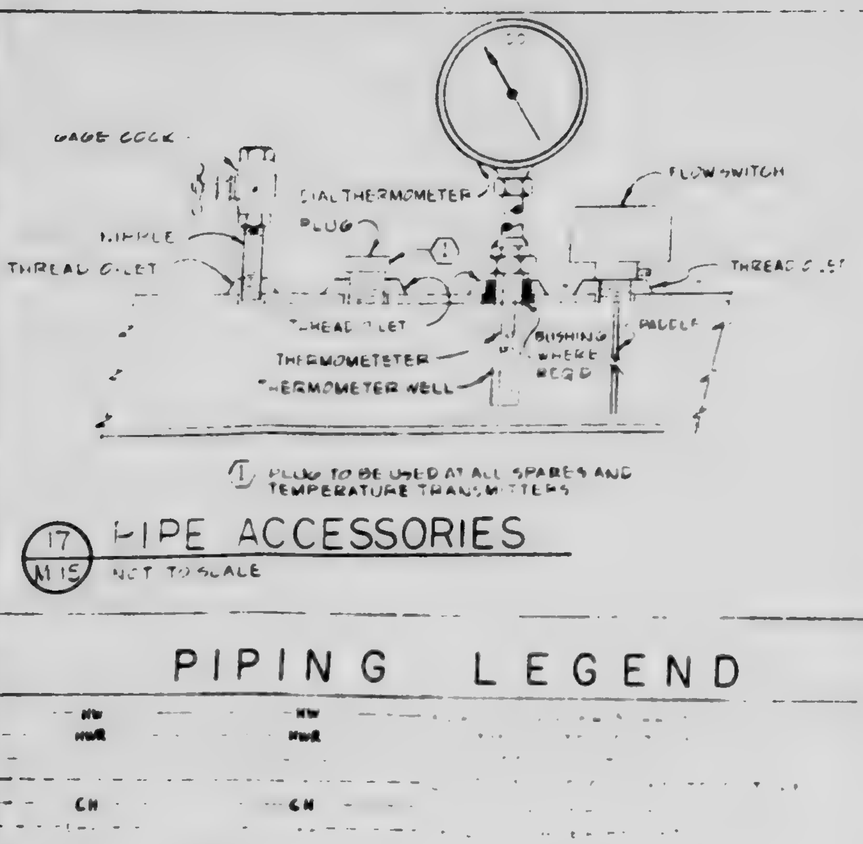
T BAR DIFFUSER DETAIL (TYPICAL)

15/M15
SCALE: NONE


COOLING COIL DRAIN PAN
UNION
FLOOR STAND
1 1/2" DRAIN
EXTEND OVER FLOOR DRAIN
2"
2"
FLOOR LINE
FLOOR DRAIN

TRAP DETAIL

16/M15
SCALE: NONE

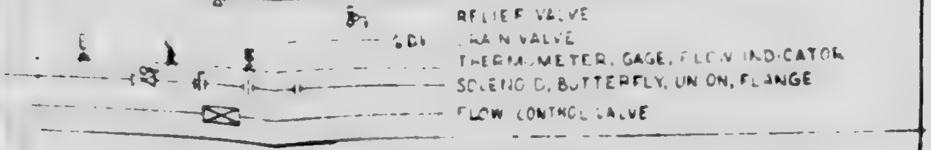

GAGE COCK
DIAL THERMOMETER
PLUG
NIPPLE
THREAD OLET
FLOW SWITCH
THREAD OLET
THREAD OLET
PADDLE
THERMOMETER
THERMOMETER WELL
BUSHING WHERE REQ'D

① PLUG TO BE USED AT ALL SPARES AND TEMPERATURE TRANSMITTERS

PIPE ACCESSORIES

17/M15
NOT TO SCALE

PIPING LEGEND


HW
HWR
HW
HWR
CH
CH
STRAINER
CHECK, GATE, GLOBE, COCK
TWO WAY CONTROL VALVE
THREE WAY CONTROL VALVE
RELIEF VALVE
DRAIN VALVE
THERMOMETER, GAGE, FLOW INDICATOR
SOLENOID, BUTTERFLY, UNION, FLANGE
FLOW CONTROL VALVE

DUCT LEGEND

PAE

DATE APRIL 28 1980

JOB NO 8017.05

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

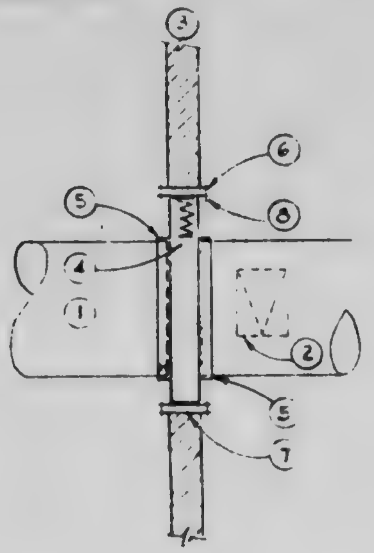
County
ERATIONS FACILITY
Oregon

[illegible] WHERE [illegible] W/ ACCESS TO DAMPERS

TYPICAL ROOF CURB DETAIL

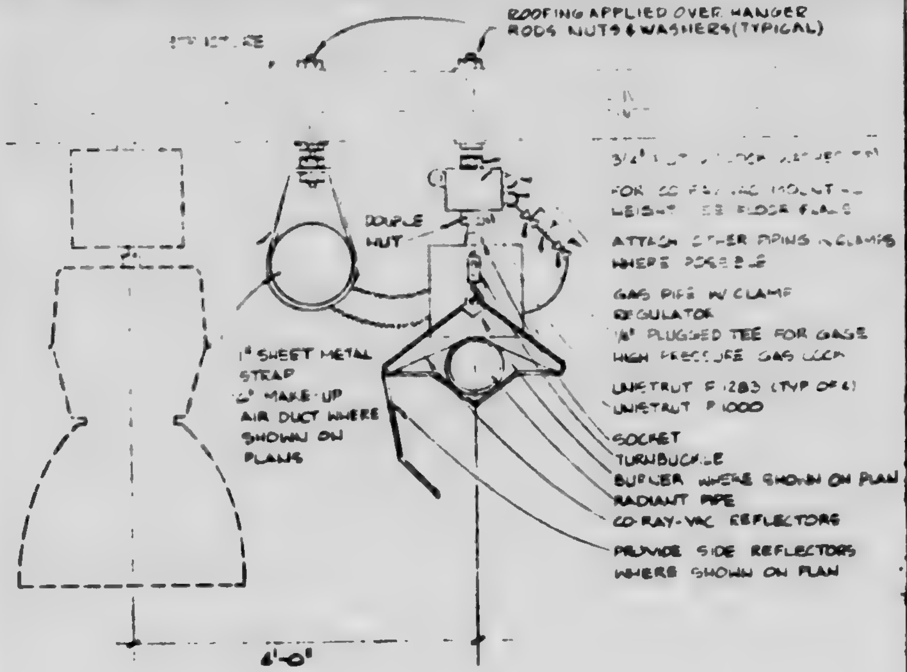
2/M-15 NOT TO SCALE

① [illegible] ROOF [illegible]
② [illegible]
③ [illegible]
④ [illegible] OF AIR STREAM FIRE [illegible]
⑤ BREAKAWAY CONNECTION
⑥ [illegible] ANGLE RETAINING & MOUNTING FRAME. EXTEND BEYOND OPENING
⑦ OPENING AROUND DUCT NOT TO EXCEED 1/2 INCH. PACK OPENING WITH MINERAL WOOL.
⑧ 24 GAGE SLEEVE ATTACHED TO FIRE DAMPER. SLEEVE SHALL EXTEND 3" MINIMUM BEYOND OPENING



FIRE DAMPER DETAIL

3/M-15 NOT TO SCALE

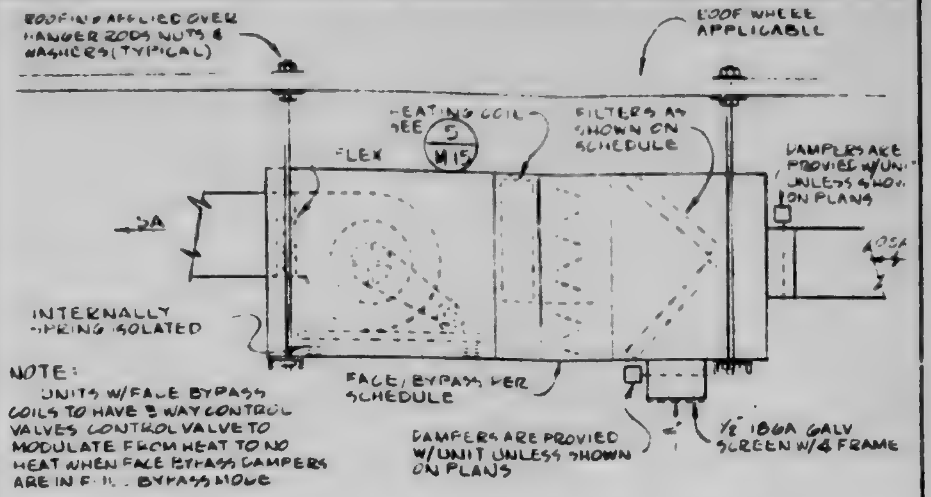

STRUCTURE
ROOFING APPLIED OVER HANGER RODS NUTS & WASHERS (TYPICAL)
DOUBLE NUT
3/4" [illegible]
FOR CO-RAY-VAC MOUNTING HEIGHT SEE FLOOR PLANS
ATTACH OTHER PIPING W/ CLAMPS WHERE POSSIBLE
GAS PIPE W/ CLAMP
REGULATOR
1/8" PLUGGED TEE FOR GAGE
HIGH PRESSURE GAS COCK
UNISTRUT P1283 (TYP OF 6)
UNISTRUT P1000
1" SHEET METAL STRAP
6" MAKE-UP AIR DUCT WHERE SHOWN ON PLANS
SOCKET
TURNBUCKLE
BURNER WHERE SHOWN ON PLAN
RADIANT PIPE
CO-RAY-VAC REFLECTORS
PROVIDE SIDE REFLECTORS WHERE SHOWN ON PLAN
6'-0"

SECTION - RADIANT HEATER

4/M-15 SCALE 1/2"=1'-0"

TYP. WATER COIL PIPING DIAGRAM

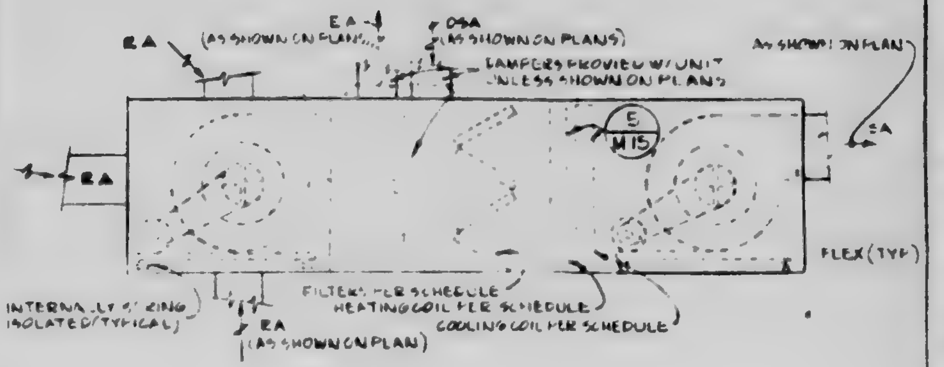
5/M-15 NOT TO SCALE


ROOFING APPLIED OVER HANGER RODS NUTS & WASHERS (TYPICAL)
ROOF WHERE APPLICABLE
HEATING COIL SEE 5/M15
FLEX
FILTERS AS SHOWN ON SCHEDULE
DAMPERS ARE PROVIED W/UNIT UNLESS SHOWN ON PLANS
SA
OSA
INTERNALLY SPRING ISOLATED
FACE/BYPASS PER SCHEDULE
DAMPERS ARE PROVIED W/UNIT UNLESS SHOWN ON PLANS
1/2" 18GA GALV SCREEN W/∠ FRAME

NOTE:
UNITS W/FACE BYPASS COILS TO HAVE 3 WAY CONTROL VALVES CONTROL VALVE TO MODULATE FROM HEAT TO NO HEAT WHEN FACE BYPASS DAMPERS ARE IN FULL BYPASS MODE

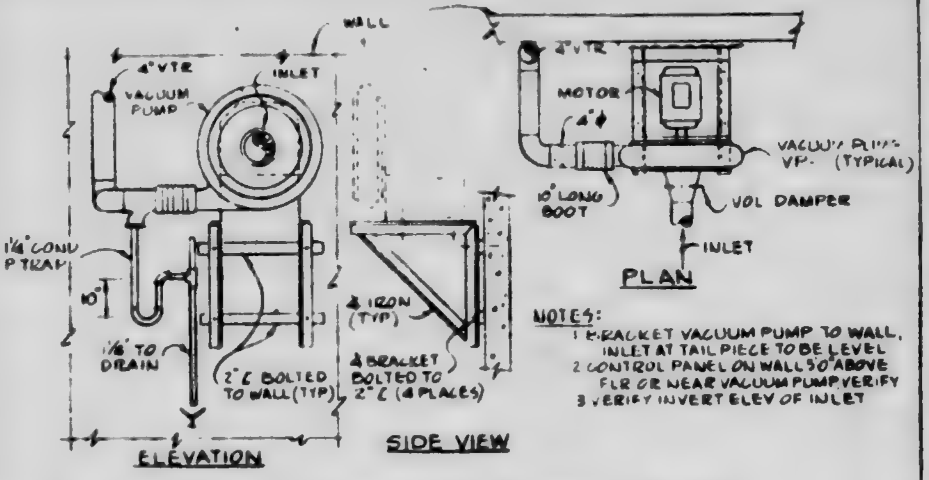
TYPICAL AIR HANDLING UNIT

6/M15 NOT TO SCALE


RA
EA
(AS SHOWN ON PLANS)
OSA
(AS SHOWN ON PLANS)
DAMPERS PROVIED W/ UNIT UNLESS SHOWN ON PLANS
AS SHOWN ON PLAN
5/M15
SA
RA
FLEX (TYP)
INTERNALLY SPRING ISOLATED (TYPICAL)
EA
(AS SHOWN ON PLAN)
FILTERS PER SCHEDULE
HEATING COIL PER SCHEDULE
COOLING COIL PER SCHEDULE

TYPICAL AIR HANDLING UNIT

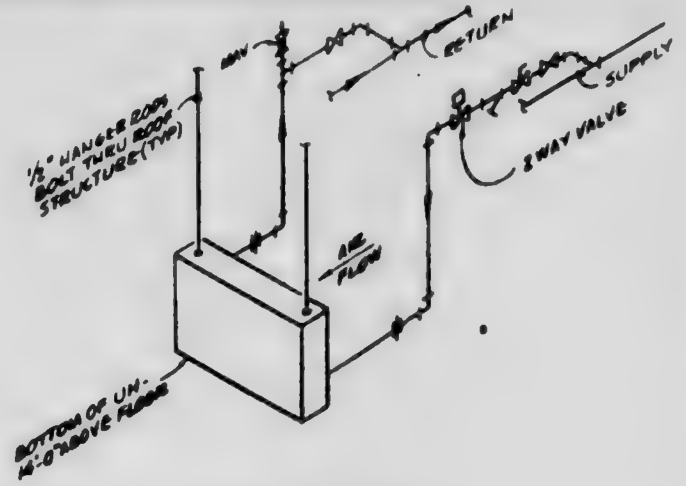
7/M-15 NOT TO SCALE


WALL
4" VTR
INLET
VACUUM PUMP
1¼" CONDENSATE P TRAP
10"
1¼" TO DRAIN
2" ⊏ BOLTED TO WALL (TYP)
∠ IRON (TYP)
∠ BRACKET BOLTED TO 2" ⊏ (4 PLACES)
ELEVATION
SIDE VIEW
2" VTR
MOTOR
4"ϕ
10" LONG BOOT
VACUUM PUMP VP- (TYPICAL)
VOL DAMPER
INLET
PLAN

NOTES:
1 BRACKET VACUUM PUMP TO WALL, INLET AT TAIL PIECE TO BE LEVEL
2 CONTROL PANEL ON WALL 5'0" ABOVE FLR OR NEAR VACUUM PUMP VERIFY
3 VERIFY INVERT ELEV OF INLET

VACUUM PUMP MOUNTING DETAIL

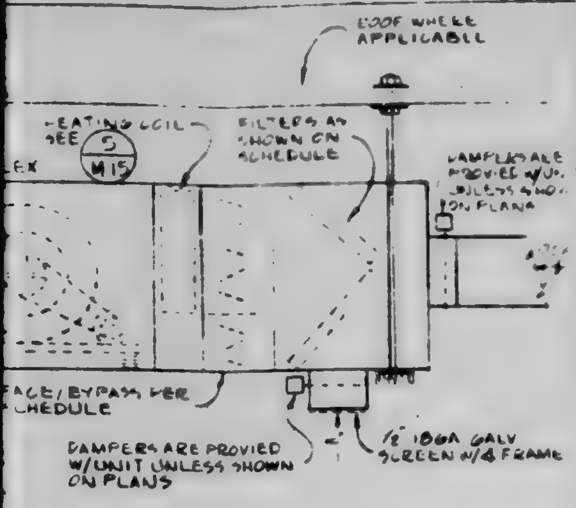
8/M-15 NOT TO SCALE


½" HANGER RODS BOLT THRU ROOF STRUCTURE (TYP)
MAV
RETURN
SUPPLY
3 WAY VALVE
AIR FLOW
BOTTOM OF UH. 14'-0" ABOVE FLOOR

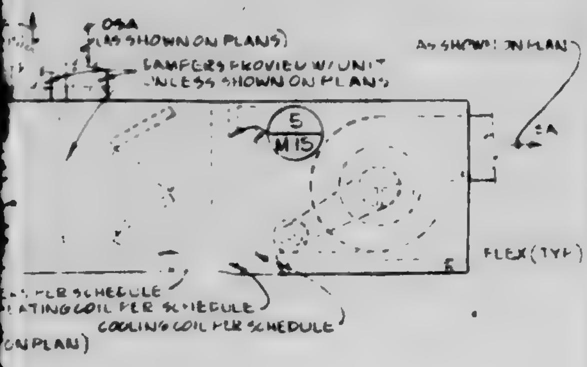
UNIT HEATER DETAIL

9/M15

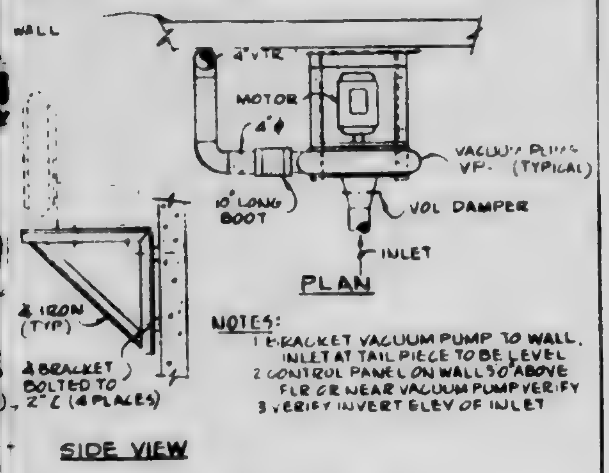
OIL PIPING DIAGRAM


ROOF WHERE APPLICABLE
HEATING COIL SEE 5 M15
FILTERS AS SHOWN ON SCHEDULE
DAMPERS ARE PROVIED W/UNIT UNLESS SHOWN ON PLANS
LEX
FACE/BYPASS PER SCHEDULE
DAMPERS ARE PROVIED W/UNIT UNLESS SHOWN ON PLANS
1/2" 18GA GALV SCREEN W/4 FRAME

AIR HANDLING UNIT

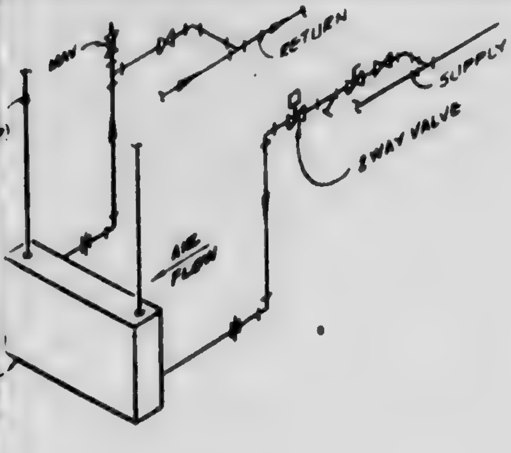

OSA (AS SHOWN ON PLANS)
DAMPERS PROVIED W/UNIT UNLESS SHOWN ON PLANS
AS SHOWN ON PLAN
5 M15
SA
FLEX (TYP)
PER SCHEDULE
HEATING COIL PER SCHEDULE
COOLING COIL PER SCHEDULE
(ON PLAN)

R HANDLING UNIT


WALL
4" VTR
MOTOR
4"φ
VACUUM PUMP VP- (TYPICAL)
10" LONG BOOT
VOL DAMPER
INLET
PLAN
∠ IRON (TYP)
∠ BRACKET BOLTED TO 2" C (4 PLACES)
SIDE VIEW

NOTES:
1 BRACKET VACUUM PUMP TO WALL. INLET AT TAIL PIECE TO BE LEVEL
2 CONTROL PANEL ON WALL 30" ABOVE FLR OR NEAR VACUUM PUMP VERIFY
3 VERIFY INVERT ELEV OF INLET

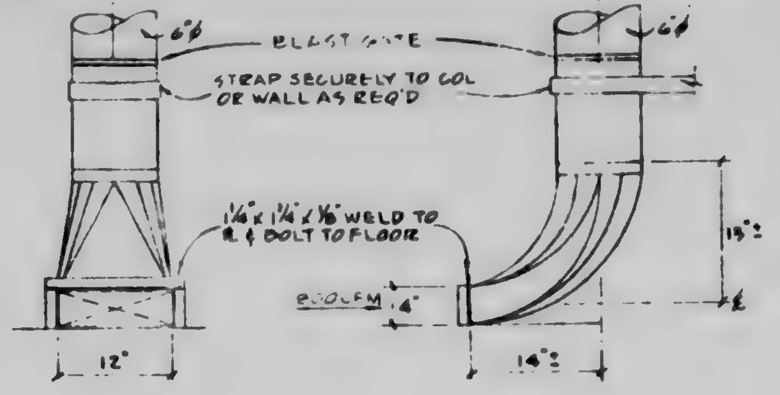
UMP MOUNTING DETAIL


MAV
RETURN
SUPPLY
3 WAY VALVE
AIR FLOW

TER DETAIL

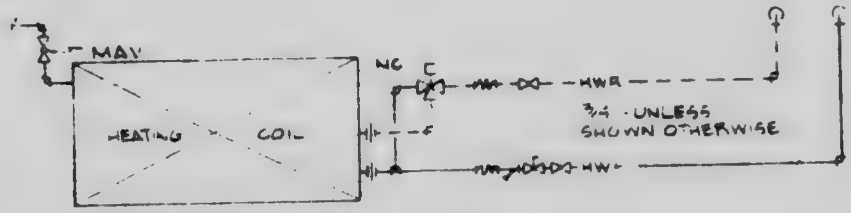
11 M15 TYPICAL UTILITY SET

NOT TO SCALE


6"φ
BLAST GATE
6"φ
STRAP SECURELY TO COL OR WALL AS REQ'D
1¼" x 1¼" x ⅛" WELD TO ℞ & BOLT TO FLOOR
800 CFM
4"
13"±
12"
14"±

12 M15 FLOOR SWEEP DETAIL

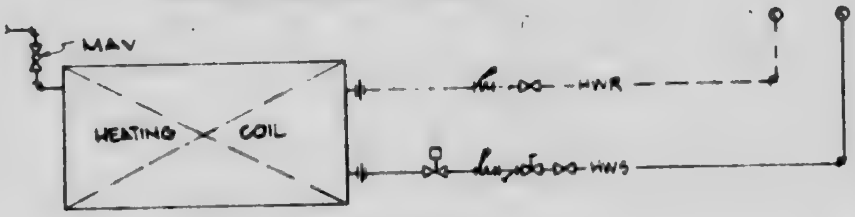
NOT TO SCALE


MAV
HEATING COIL
NC
C
HWR
3/4 UNLESS SHOWN OTHERWISE
HWS

THREE-WAY CONTROL VALVE PIPING

NOTE: FINAL TERMINAL UNIT ON ANY REHEAT PIPING RUN MUST HAVE A THREE WAY VALVE. ALL OTHER T.U.'S WITH REHEAT COILS CAN HAVE TWO WAY VALVES.

FLEX-CONNECTION = KEFLEX BRONZE BRAIDED METAL HOSE 550 PSI MAXIMUM WORKING PRESSURE. TYPICAL.

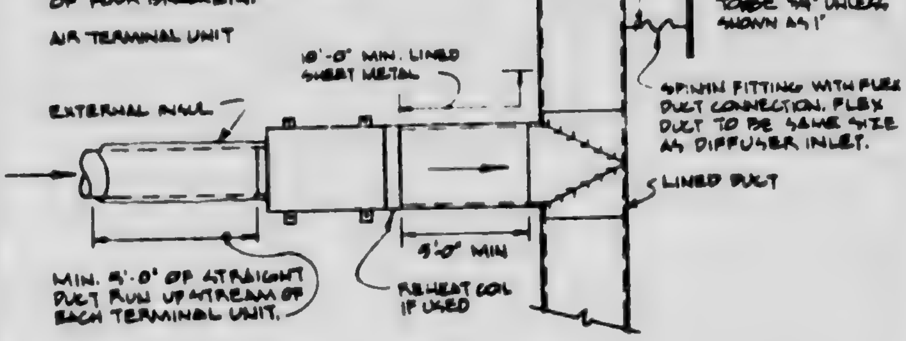

MAV
HEATING COIL
HWR
HWS

TWO WAY CONTROL VALVE PIPING

13 M-15 AIR TERMINAL UNITS PIPING DIAGRAM

SCALE: NONE

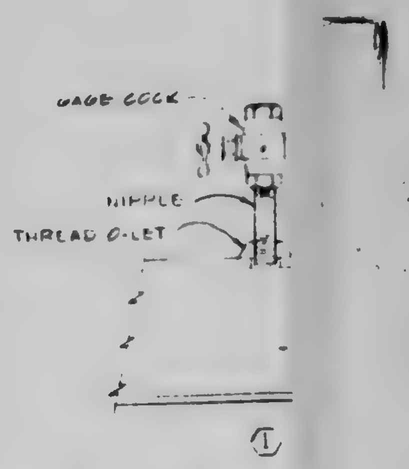
MOUNTING BRACKET FOR ROD HANGERS. DO NOT TAP HANGER RODS INTO UNIT CASING. TYP. OF FOUR BRACKETS.


AIR TERMINAL UNIT
10'-0" MIN. LINED SHEET METAL
EXTERNAL WALL
SEE DETAIL ABOVE
ALL SLOT DIFFUSERS TO BE 3/4" UNLESS SHOWN AS 1"
SPIN-IN FITTING WITH FLEX DUCT CONNECTION. FLEX DUCT TO BE SAME SIZE AS DIFFUSER INLET.
LINED DUCT
5'-0" MIN
MIN. 5'-0" OF STRAIGHT DUCT RUN UPSTREAM OF EACH TERMINAL UNIT.
REHEAT COIL IF USED

14 M-15 AIR TERMINAL UNIT DETAIL (TYPICAL)

SCALE : NONE

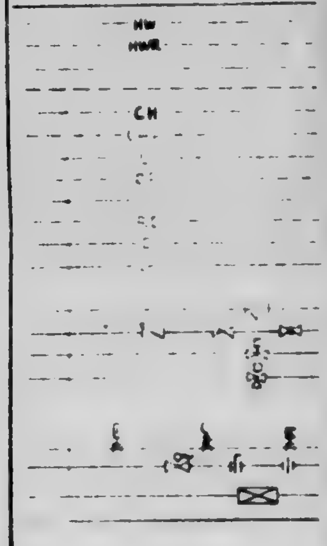
SCALE : NONE

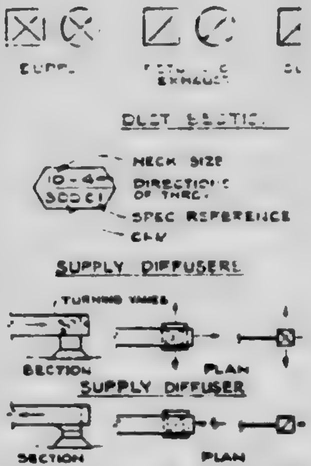

GAGE COCK
NIPPLE
THREAD O-LET
1

17 M15 PIPE A

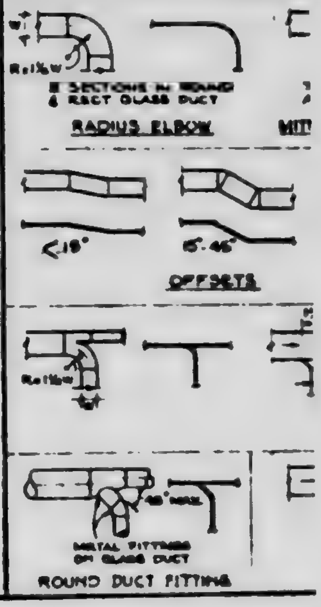
NOT TO SCALE

PIP

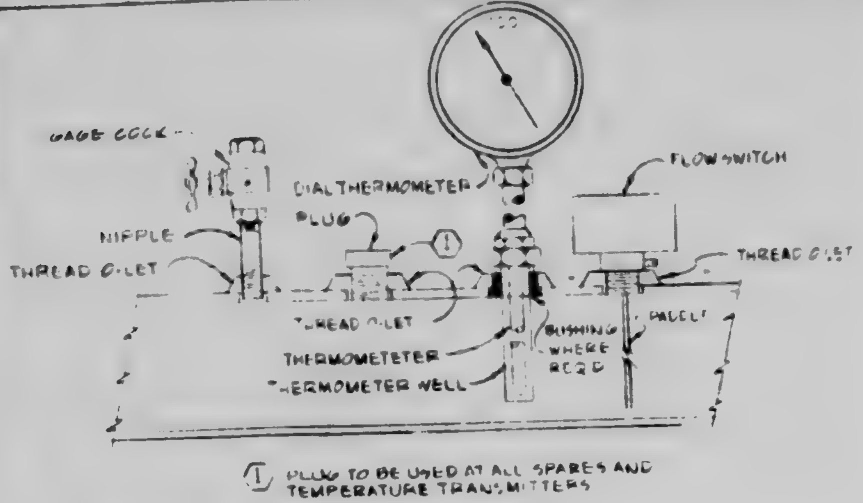



SUPPL
RETURN OR EXHAUST
DUCT SECTIO
NECK SIZE
DIRECTIONS OF THROW
SPEC REFERENCE
CFM
10-4
500 C1
SUPPLY DIFFUSERS
TURNING VANES
SECTION
PLAN
SUPPLY DIFFUSER
SECTION
PLAN
RETURN or EXHAUST DIFFUSER (GR

DUCT


R=1½W
5 SECTIONS IN ROUND & RECT GLASS DUCT
RADIUS ELBOW
MIT
<15°
15-45°
OFFSETS
R=1½W
45° MAX
METAL FITTINGS ON GLASS DUCT
ROUND DUCT FITTING

M15 TRAP DETAILS
SCALE: NONE



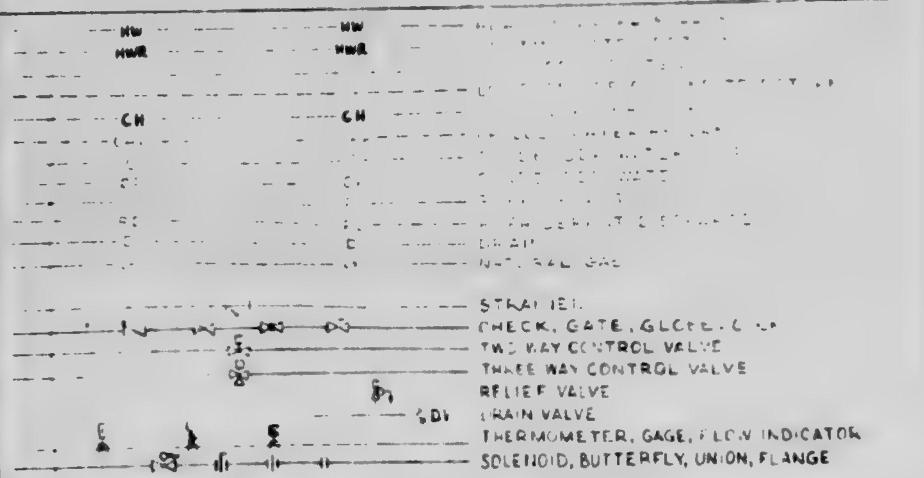
GAGE COCK
FLOW SWITCH
DIAL THERMOMETER
PLUG
1
NIPPLE
THREAD O-LET
THREAD O-LET
THREAD O-LET
PADDLE
BUSHING WHERE REQ'D
THERMOMETETER
THERMOMETER WELL

(1) PLUG TO BE USED AT ALL SPARES AND TEMPERATURE TRANSMITTERS

17 M15 PIPE ACCESSORIES

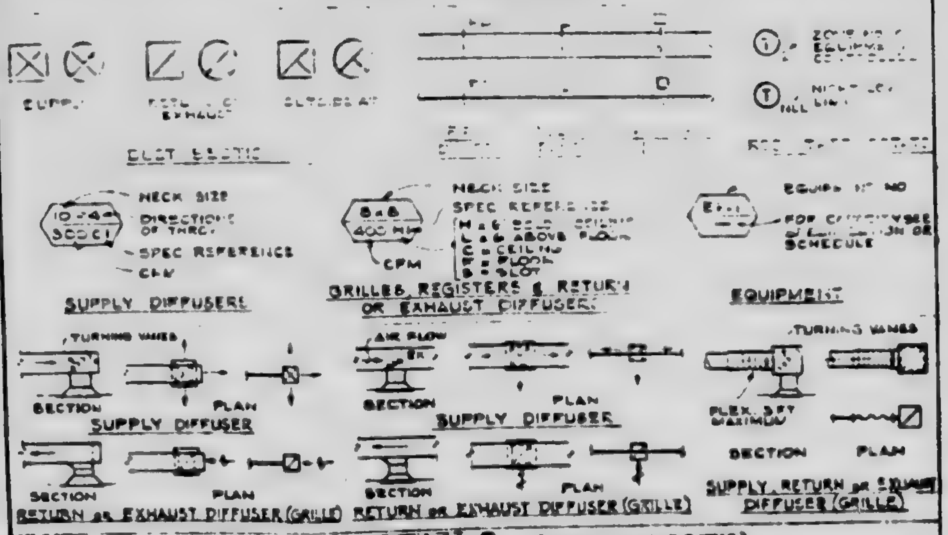
NOT TO SCALE

PIPING LEGEND



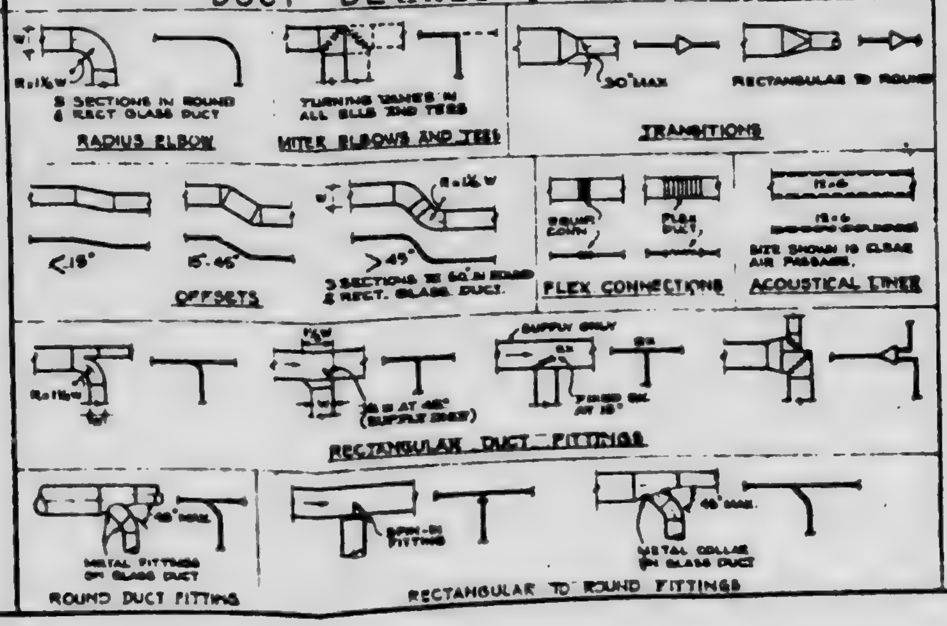
HW
HWR
HW
HWR
CH
CH
DRAIN
NATURAL GAS
STRAINER
CHECK, GATE, GLOBE, COCK
TWO WAY CONTROL VALVE
THREE WAY CONTROL VALVE
RELIEF VALVE
DRAIN VALVE
THERMOMETER, GAGE, FLOW INDICATOR
SOLENOID, BUTTERFLY, UNION, FLANGE
FLOW CONTHOL VALVE

DUCT LEGEND



SUPPLY
EXHAUST
NECK SIZE
DIRECTIONS OF THROW
SPEC REFERENCE
CFM
10x4
300 CI
NECK SIZE
SPEC REFERENCE
H = 6' BELOW CEILING
L = 6' ABOVE FLOOR
C = CEILING
F = FLOOR
S = SLOT
8x8
400 HH
CFM
EQUIPMENT NO
FOR CAPACITY SEE SPECIFICATION OR SCHEDULE
SUPPLY DIFFUSERS
GRILLES, REGISTERS & RETURN OR EXHAUST DIFFUSERS
EQUIPMENT
TURNING VANES
SECTION
PLAN
SUPPLY DIFFUSER
AIR FLOW
SECTION
PLAN
SUPPLY DIFFUSER
TURNING VANES
FLEX. 3FT MAXIMUM
SECTION
PLAN
SECTION
PLAN
RETURN OR EXHAUST DIFFUSER (GRILLE)
SECTION
PLAN
RETURN OR EXHAUST DIFFUSER (GRILLE)
SUPPLY, RETURN OR EXHAUST DIFFUSER (GRILLE)

DUCT DETAILS (LOW VELOCITY)



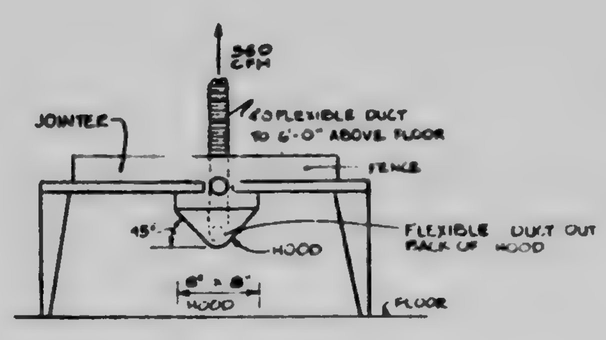
W
R=1½W
3 SECTIONS IN ROUND & RECT GLASS DUCT
RADIUS ELBOW
TURNING VANES IN ALL ELLS AND TEES
MITER ELBOWS AND TEES
30° MAX
RECTANGULAR TO ROUND
TRANSITIONS
R=1½W
<15°
15-45°
>45°
3 SECTIONS TO 60" IN ROUND & RECT. GLASS DUCT
OFFSETS
FLEX CONNECTIONS
ACOUSTICAL LINER
SIZE SHOWN IS CLEAR AIR PASSAGE.
R=1½W
SUPPLY ONLY
45°
FIXED 90° AT 15°
RECTANGULAR DUCT FITTINGS
45° MAX
METAL FITTINGS ON GLASS DUCT
ROUND DUCT FITTING
SPIN-IN FITTING
45° MAX
METAL COLLAR ON GLASS DUCT
RECTANGULAR TO ROUND FITTINGS

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

DETAILS

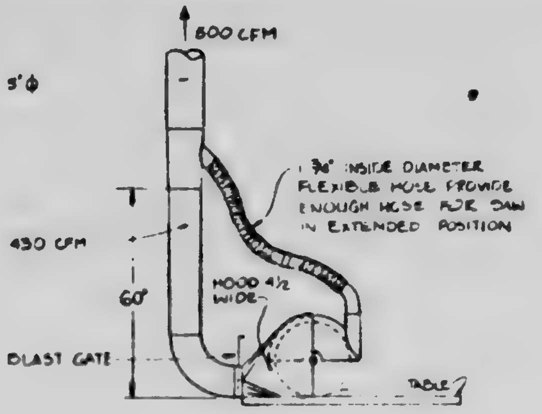
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

M15
OF 17 SHEETS


360 CFM
JOINTER
4"Φ FLEXIBLE DUCT TO 6'-0" ABOVE FLOOR
FENCE
45°
FLEXIBLE DUCT OUT BACK OF HOOD
HOOD
6" x 6" HOOD
FLOOR

1 / M-16 JOINTER DETAIL

SCALE: NONE


600 CFM
5"Φ
1 7/8" INSIDE DIAMETER FLEXIBLE HOSE PROVIDE ENOUGH HOSE FOR SAW IN EXTENDED POSITION
430 CFM
60"
HOOD 4½ WIDE
BLAST GATE
TABLE

2 / M-16 RADIAL SAW DETAIL

SCALE NONE

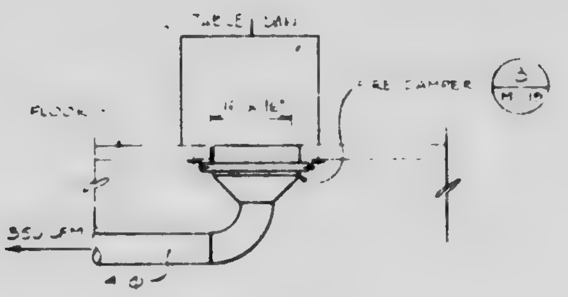
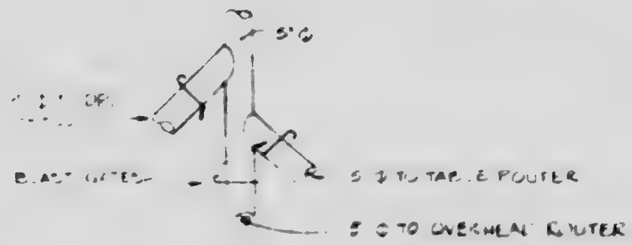


TABLE SAW
FIRE DAMPER
3 / M-19
FLOOR
16" x 16"
350 CFM
4"Φ

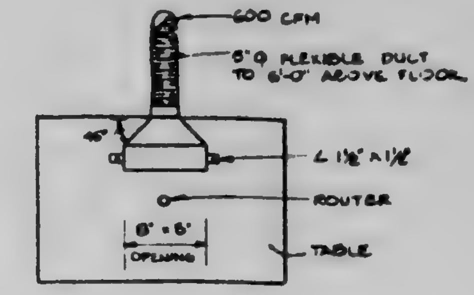
3 / M-16 TABLE SAW DETAIL

SCALE NONE


5"Φ
BLAST GATES
5"Φ TO TABLE ROUTER
5"Φ TO OVERHEAD ROUTER

4 / M-16 TRANSITION DETAIL

SCALE NONE


600 CFM
5"Φ FLEXIBLE DUCT TO 6'-0" ABOVE FLOOR
45°
∠ 1½" x 1½"
ROUTER
6" x 6" OPENING
TABLE

7 / M-16 TABLE ROUTER DETAIL

SCALE NONE

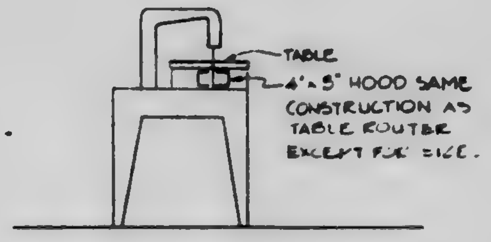
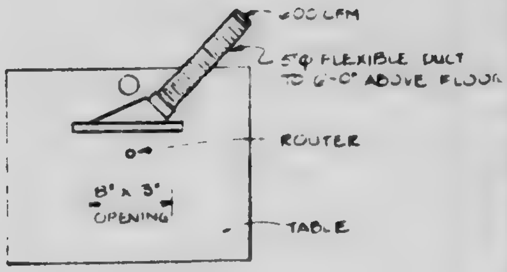


TABLE
4" x 5" HOOD SAME CONSTRUCTION AS TABLE ROUTER EXCEPT FOR SIZE.

8 / M-16 SCROLL SAW

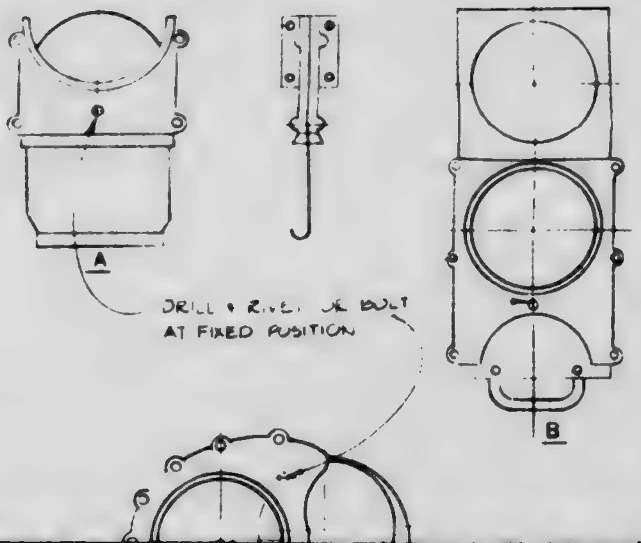
SCALE NONE

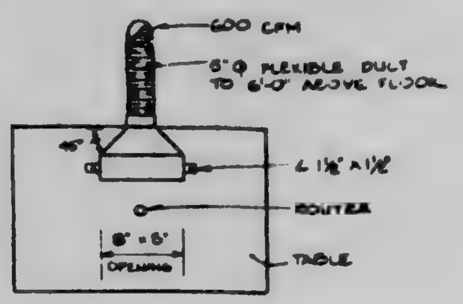

600 CFM
5"Φ FLEXIBLE DUCT TO 6'-0" ABOVE FLOOR
ROUTER
8" x 3" OPENING
TABLE

NOTE: HOOD FOR [illegible] SIMILAR, EXCEPT HOOD [illegible]

9 / M-16 OVERHEAD ROUTER

SCALE NONE


A
DRILL & RIVET OR BOLT AT FIXED POSITION
B


600 CFM
6"Ø FLEXIBLE DUCT TO 6'-0" ABOVE FLOOR
45°
∠ 1½ x 1½
ROUTER
8" x 5" OPENING
TABLE

ROUTER DETAIL

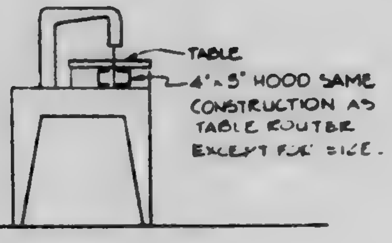
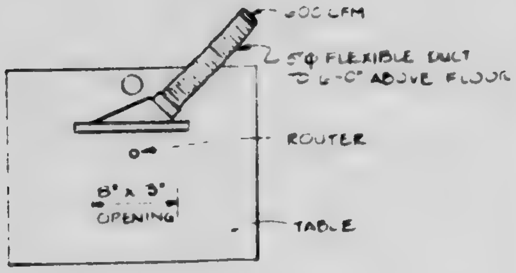


TABLE
4"x5" HOOD SAME CONSTRUCTION AS TABLE ROUTER EXCEPT FOR SIZE.

LL SAW

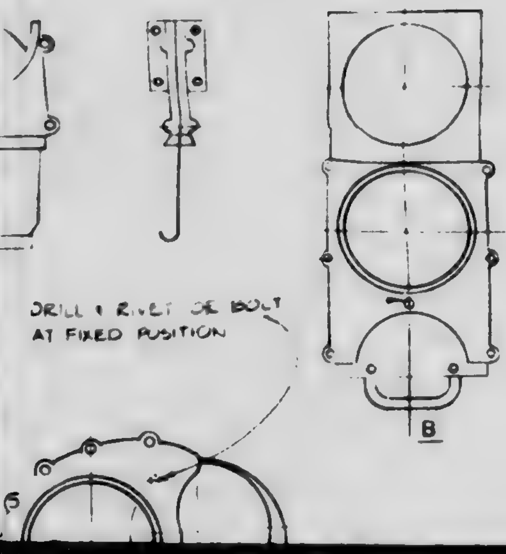
NE

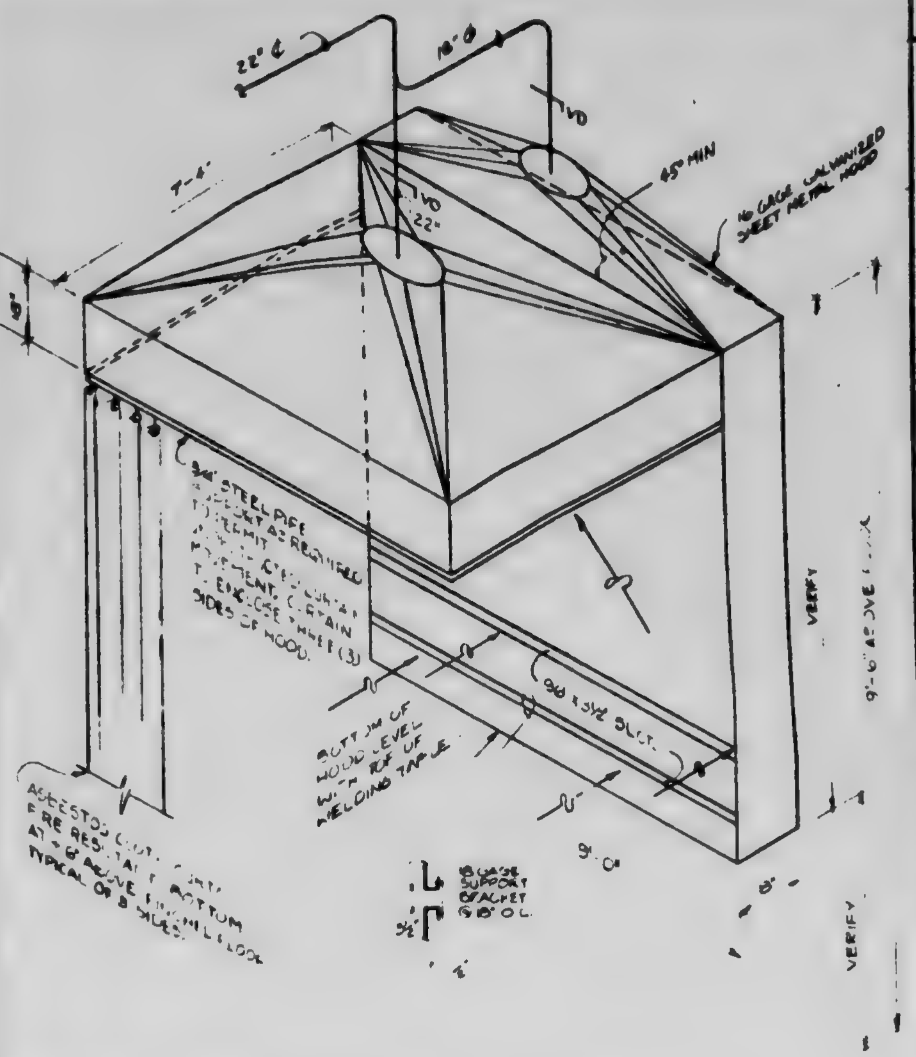

600 CFM
5"Ø FLEXIBLE DUCT TO 6'-0" ABOVE FLOOR
ROUTER
8" x 5" OPENING
TABLE

FOR DR[illegible] [illegible] SIMILAR,
PT HOOD [illegible]

RHEAD ROUTER

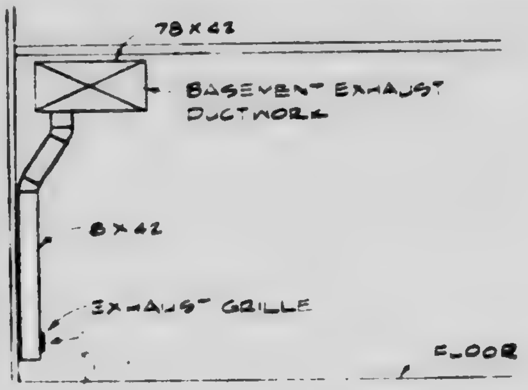
NE


DRILL & RIVET OR BOLT AT FIXED POSITION
B


22"Ø
18"Ø
VD
VD 22"
7'-4"
45° MIN
16 GAGE GALVANIZED SHEET METAL HOOD
3/4" STEEL PIPE SUPPORT AS REQUIRED TO PERMIT [illegible] CURTAIN MOVEMENT. CURTAIN TO ENCLOSE THREE (3) SIDES OF HOOD.
BOTTOM OF HOOD LEVEL WITH TOP OF WELDING TABLE
98 x 5½ SLOT.
ASBESTOS CLOTH CURTAIN FIRE RESISTANT BOTTOM AT 6" ABOVE FINISH FLOOR TYPICAL OF 3 SIDES.
9'-0"
8"
16 GAGE SUPPORT BRACKET @ 18" O.C.
5½"
VERIFY
9'-0" ABOVE [illegible]
VERIFY

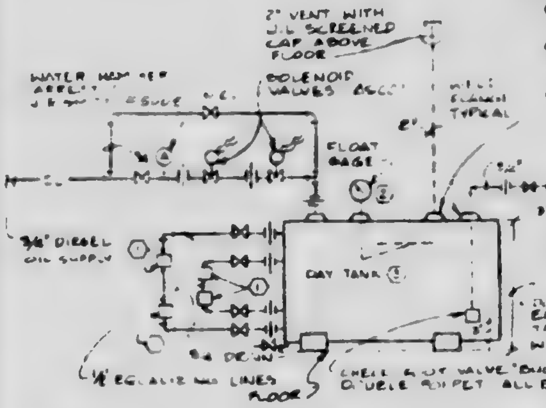
⑫ WELDING HOOD DETAIL

M-16 SCALE: NONE


78 X 42
BASEMENT EXHAUST DUCTWORK
8 X 42
EXHAUST GRILLE
FLOOR

⑬ TYPICAL EXHAUST BRANCH DETAIL

M-16 SCALE: NONE


2" VENT WITH U.L. SCREENED CAP ABOVE FLOOR
WATER HEATER [illegible]
SOLENOID VALVES ASCO
N.C.
[illegible] FLAME TYPICAL
2"
FLOAT GAGE ②
3/4"
3/4" DIESEL OIL SUPPLY
①
DAY TANK ③
ANTI-SIPHON DEVICE
3/4" TO ENGINE
3/4" DRAIN
1/2" EQUALIZING LINES
FLOOR
CHECK FOOT VALVE "BUCKEYE" #133 DOUBLE POPPET ALL BRASS
DO NOT EXCEED HEIGHT OF INJECTORS ON ENGINE, VERIFY W ENGINE SUPPLY BEFORE TANK FABRICATION - COORDINATE W/ELECTRICAL DIVISION 16

NOTES:

① FOUR (4) McDONNEL #60 LEVEL SWITCHES PUMP CONTROL DIAGRAM 15, M-16

② LIQUIDOMETER AS MANUFACTURED BY SIMMONDS PRECISION

③ 120 GAL TANK, 26" DIAMETER 52" LONG, 12 GA STEEL

⑭ DAY TANK PIPING DIAGRAM

M-16 SCALE: NONE

HIGH ALARM ☐ ☐ LOW ALARM

CENTRAL CONT
CHILLER CH-1
BOILER B-1
CCC-2 (SOLAR)
P-1A P-1B
P-2
P-4A P-4B
P-6
P-9A P-9B
P-11A P-11B
HWS "T-1"
HWS "T-3A" HWR "T-3B"
ST'G TANK "T-4A"
SOLAR COLLECTOR HEAD SOLAR COLLECTOR SUPP
OUTSIDE AIR

CENTRAL CONTROL PANEL SCHEDULE

	START/STOP	RUN STATUS - GREEN PILOT	TEMPERATURE INDICATION	HIGH TEMPERATURE ALARM
CHILLER CH-1	●	●		
BOILER B-1	●	●		
CCC-2 (SOLAR)		●		
P-1A		●		●
P-1B		●		●
P-2		●		●
P-4A		●		
P-4B		●		
P-6		●		
P-9A		●		●
P-9B		●		●
P-11A		●		
P-11B		●		
HWS "T-1"			●	
HWS "T-3A"			●	
HWR "T-3B"			●	
STG TANK "T-4A"			●	
SOLAR COLLECTOR HEADER "T-4B"			●	●
SOLAR COLLECTOR SUPPLY "T-5"			●	●
OUTSIDE AIR			●	

pae

DATE APRIL 29, 1980

JOB NO 9017.05

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

ounty
RATIONS FACILITY
Oregon

2/M-16 RADIAL SAW DETAIL

SCALE NONE

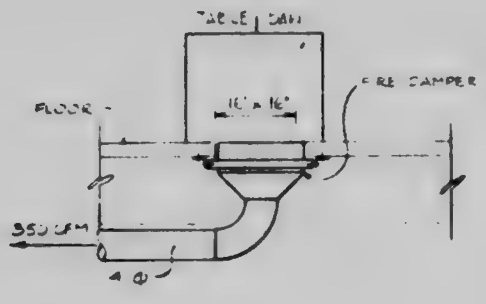
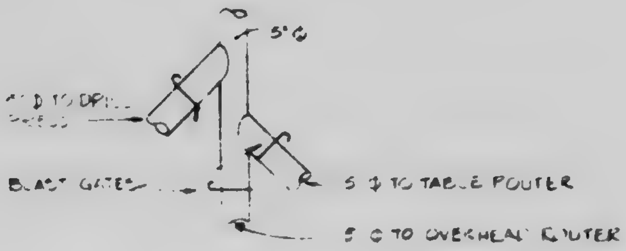


TABLE SAW
FIRE DAMPER
3/M 19
FLOOR
16" x 16"
350 CFM
4 Φ

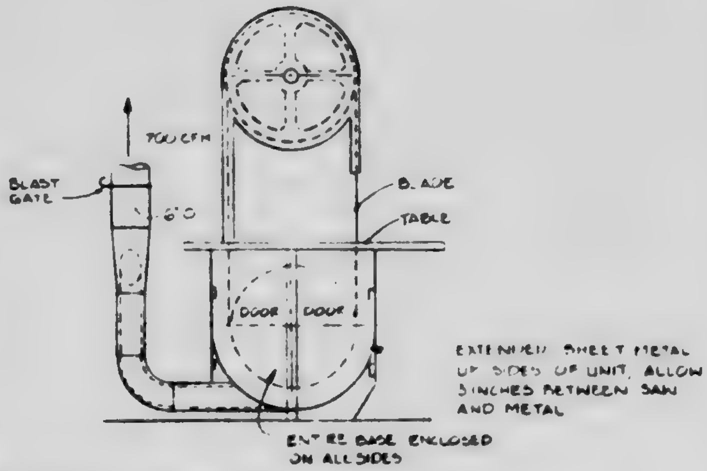
3/M-16 TABLE SAW DETAIL

SCALE NONE


5" Φ
4" Φ TO DRILL PRESS
BLAST GATES
5 Φ TO TABLE ROUTER
5 Φ TO OVERHEAD ROUTER

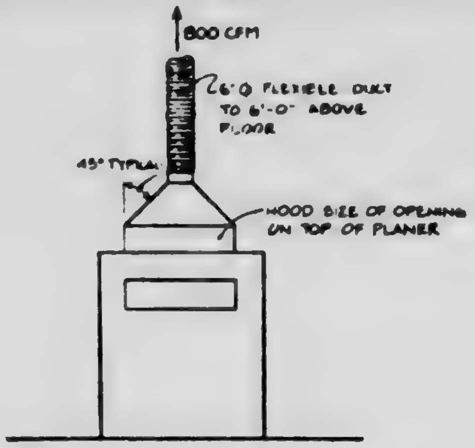
4/M-16 TRANSITION DETAIL

SCALE NONE


700 CFM
BLAST GATE
6" Φ
BLADE
TABLE
DOOR
DOOR
EXTEND SHEET METAL UP SIDES OF UNIT, ALLOW 3 INCHES BETWEEN SAW AND METAL
ENTIRE BASE ENCLOSED ON ALL SIDES

5/M-16 BAND SAW DETAIL

SCALE NONE

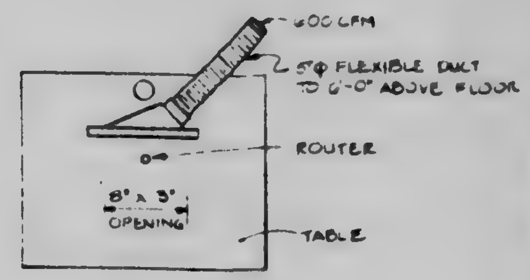

800 CFM
6" Φ FLEXIBLE DUCT TO 6'-0" ABOVE FLOOR
45° TYPICAL
HOOD SIZE OF OPENING ON TOP OF PLANER

6/M-16 PLANER DETAIL

SCALE. NONE

8/M-16 SCROLL SAW

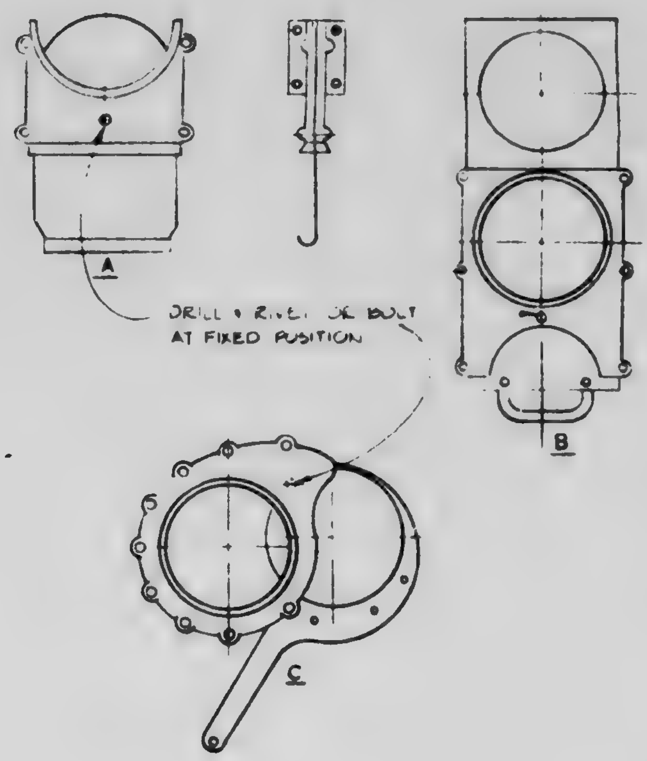
SCALE NONE


600 CFM
5" Φ FLEXIBLE DUCT TO 6'-0" ABOVE FLOOR
ROUTER
8" x 3" OPENING
TABLE

NOTE HOOD FOR DRILL PRESS SIMILAR, EXCEPT HOOD INTO 4" x 8" OPENING

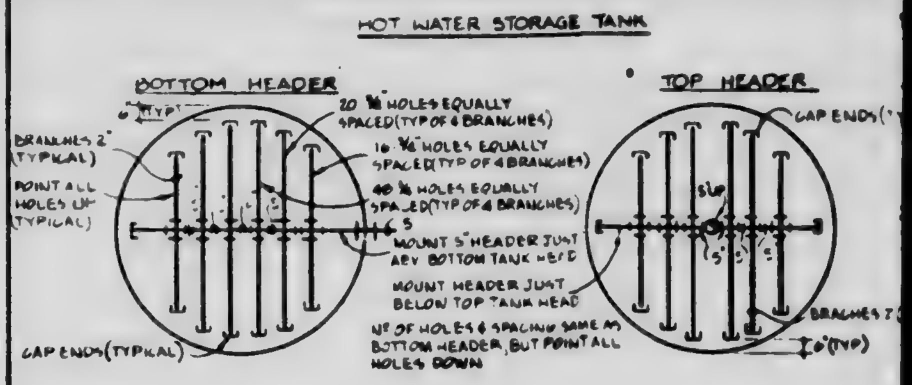
9/M-16 OVERHEAD ROUTER

SCALE NONE


A
DRILL & RIVET OR BOLT AT FIXED POSITION
B
C

10/M-16 APPROVED BLAST GATE DETAIL

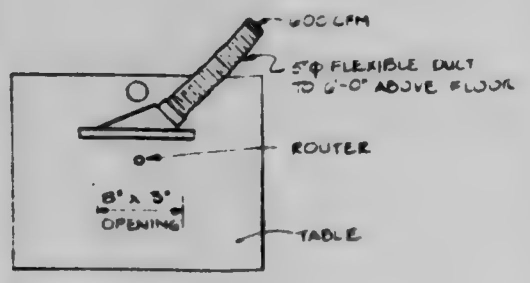
SCALE: NONE


HOT WATER STORAGE TANK
BOTTOM HEADER
6" TYP
BRANCHES 2" (TYPICAL)
POINT ALL HOLES UP (TYPICAL)
20 ⅛" HOLES EQUALLY SPACED (TYP OF 4 BRANCHES)
16 ⅛" HOLES EQUALLY SPACED (TYP OF 4 BRANCHES)
40 ⅛" HOLES EQUALLY SPACED (TYP OF 4 BRANCHES)
5"
MOUNT 5" HEADER JUST ABV BOTTOM TANK HEAD
MOUNT HEADER JUST BELOW TOP TANK HEAD
Nº OF HOLES & SPACING SAME AS BOTTOM HEADER, BUT POINT ALL HOLES DOWN
CAP ENDS (TYPICAL)
TOP HEADER
CAP ENDS
5" UP
5"
BRANCHES 2"
6" (TYP)

11/M-16 STORAGE TANK HEADER DETAIL

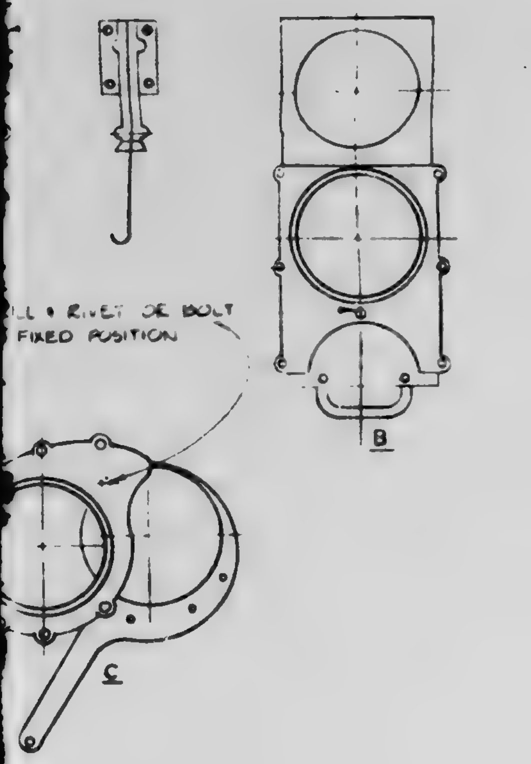
SCALE: NONE

SAW


600 CFM
5"φ FLEXIBLE DUCT TO 6'-0" ABOVE FLOOR
ROUTER
8" x 3" OPENING
TABLE

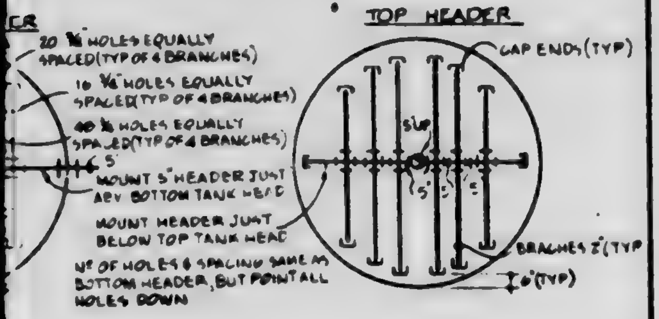
DC . . . FEEDS SIMILAR, . . . WITH 4" x 8" OPENING

EAD ROUTER


LL & RIVET OR BOLT
FIXED POSITION
B
C

VED BLAST GATE DETAIL

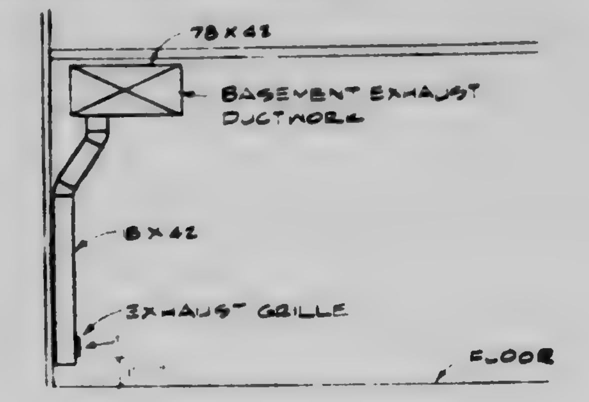
HOT WATER STORAGE TANK


ER
20 ¼" HOLES EQUALLY SPACED (TYP OF 4 BRANCHES)
10 ¼" HOLES EQUALLY SPACED (TYP OF 4 BRANCHES)
40 ¼" HOLES EQUALLY SPACED (TYP OF 4 BRANCHES)
5"
MOUNT 5" HEADER JUST ABV BOTTOM TANK HEAD
MOUNT HEADER JUST BELOW TOP TANK HEAD
Nº OF HOLES & SPACING SAME AS BOTTOM HEADER, BUT POINT ALL HOLES DOWN
TOP HEADER
CAP ENDS (TYP)
SLIP
5' 5' 5'
BRACHES 2"(TYP
6"(TYP)

AGE TANK HEADER DETAIL

12 M-16 WELDING HOOD DETAIL

SCALE: NONE


78 X 42
BASEMENT EXHAUST DUCTWORK
8 X 42
EXHAUST GRILLE
FLOOR

13 M-16 TYPICAL EXHAUST BRANCH DETAIL

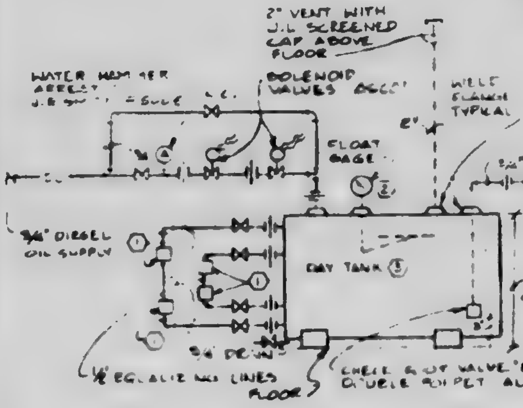
SCALE: NONE

NOTES:

① FOUR (4) McDONNEL #60 LEVEL SWITCHES PUMP CONTROL DIAGRAM 15/M-16

② LIQUIDOMETER AS MANUFACTURED BY SIMMONDS PRECISION

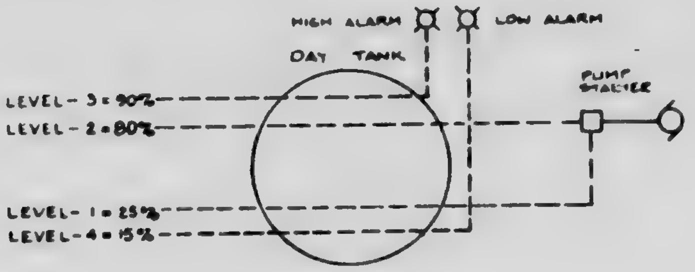
③ 120 GAL TANK, 26" DIAMETER, 52" LONG, 12 GA STEEL


2" VENT WITH U.L SCREENED CAP ABOVE FLOOR
WATER HAMMER ARREST
N.C.
SOLENOID VALVES ASCO
WELD FLANGE TYPICAL
2"
FLOAT GAGE
②
¾" DIESEL OIL SUPPLY
①
DAY TANK ③
¾" DRAIN
½" EQUALIZING LINES
FLOOR
CHECK & FOOT VALVE "BUCKEYE" #133 DOUBLE POPPET ALL BRASS
¾"
3"
ANTI-SIPHON DEVICE
¾" TO ENGINE

DO NOT EXCEED HEIGHT OF INJECTORS ON ENGINE, VERIFY W. ENGINE SUPPLY BEFORE TANK FABRICATION - COORDINATE W/ELECTRICAL DIVISION 16

14 M-16 DAY TANK PIPING DIAGRAM

SCALE: NONE


HIGH ALARM
LOW ALARM
DAY TANK
PUMP STARTER
LEVEL - 3 = 90%
LEVEL - 2 = 80%
LEVEL - 1 = 25%
LEVEL - 4 = 15%

15 M-16 PUMP CONTROL DIAGRAM

SCALE: NONE

SOLAR COLLECTOR SUPP

OUTSIDE AIR

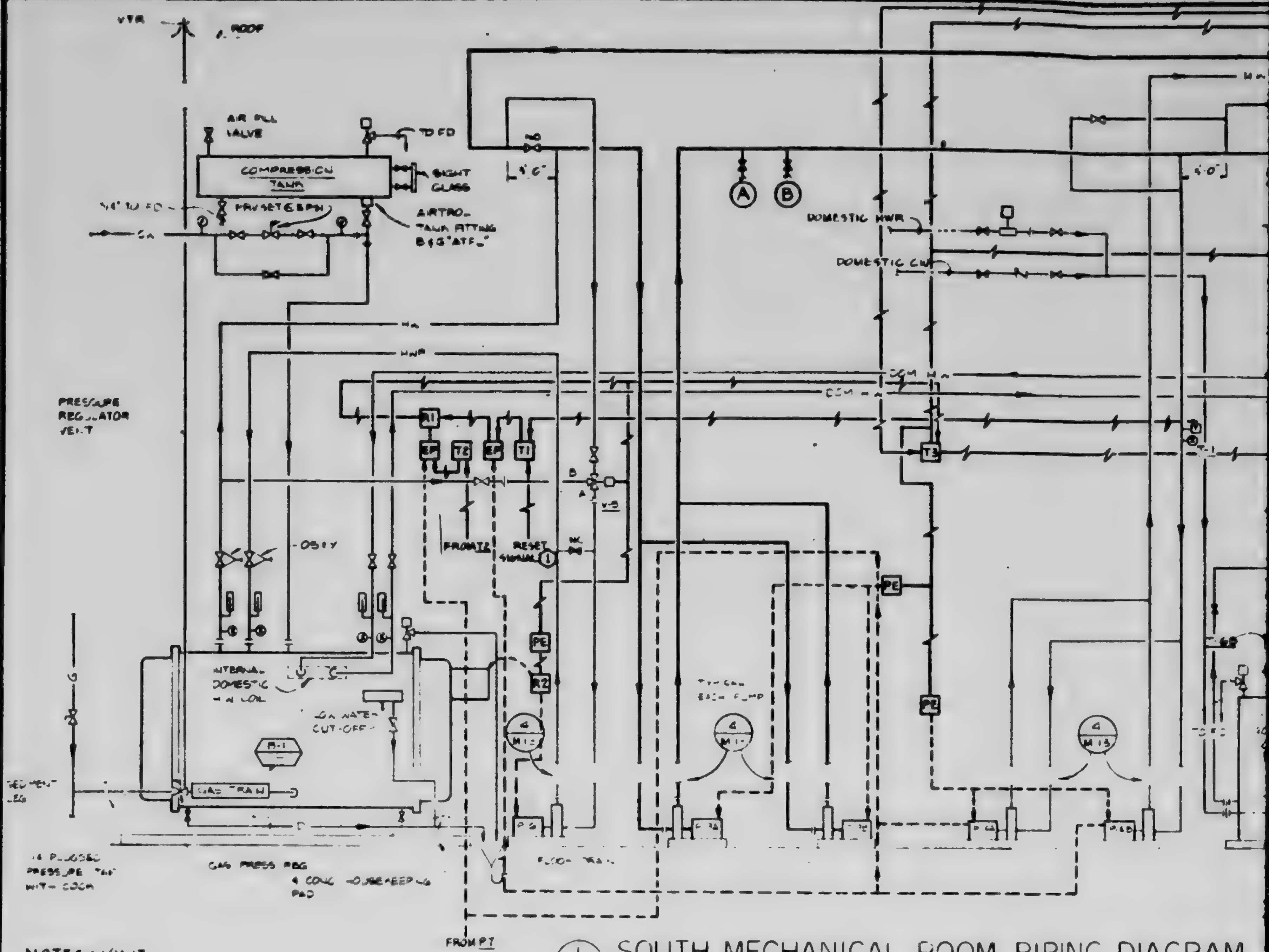
UTSIDE AIR

DETAILS

Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 S.W. OAK PORTLAND, OREGON 97204

M16
OF 17 SHEETS


VTR
ROOF
AIR FILL VALVE
TO FD
COMPRESSION TANK
SIGHT GLASS
PRV SET 6 PSI
AIRTROL TANK FITTING B&G "ATF"
HW
HWR
PRESSURE REGULATOR VENT
DCW
DOMESTIC HWR
DOMESTIC CW
R1
T2
EP
T1
T3
R2
PE
FROM T2
RESET SIGNAL
OS&Y
INTERNAL DOMESTIC HW COIL
LOW WATER CUT-OFF
B-1
GAS TRAIN
SEDIMENT LEG
GAS PRESS REG
4" CONC HOUSEKEEPING PAD
FLOOR DRAIN
TYPICAL EACH PUMP
FROM P7
A
B
4 M13

SOUTH MECHANICAL ROOM PIPING DIAGRAM

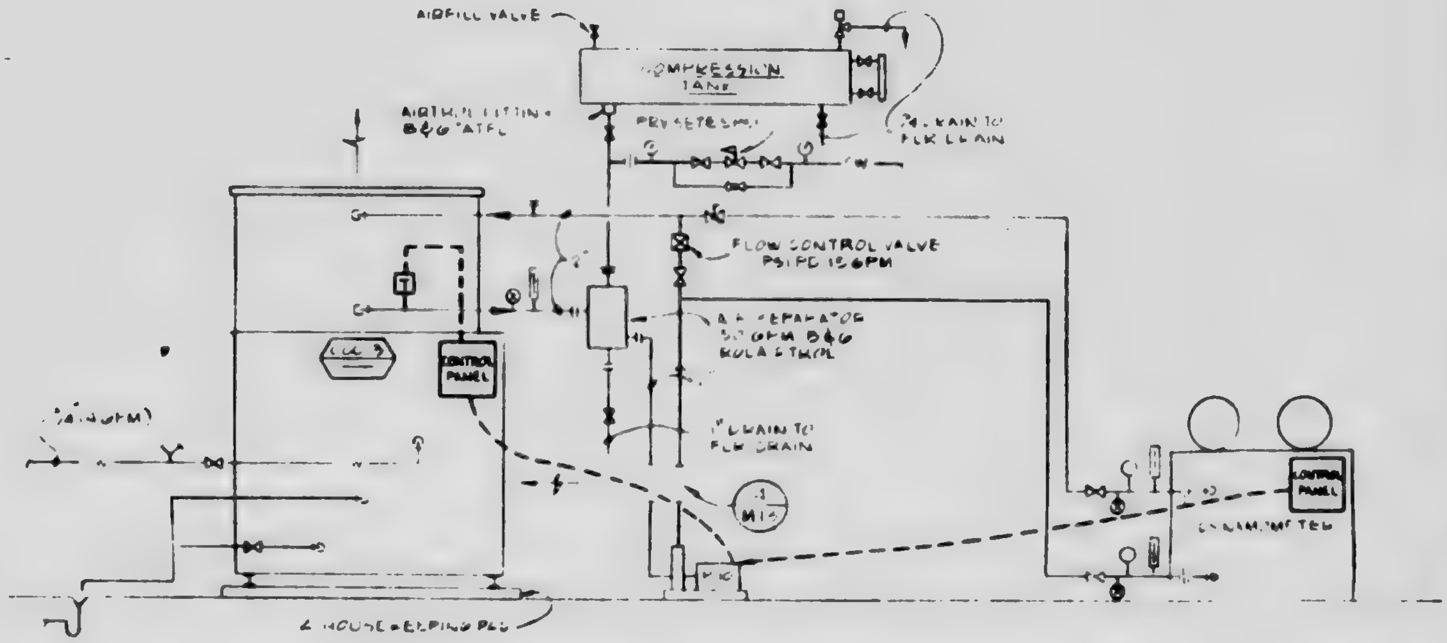
1/M17 SCALE NONE

NOTES: 1/M17

① RESET SCHEDULE SEE SPECIFICATION SECTION 15900 CONTROLS & INSTRUMENTS

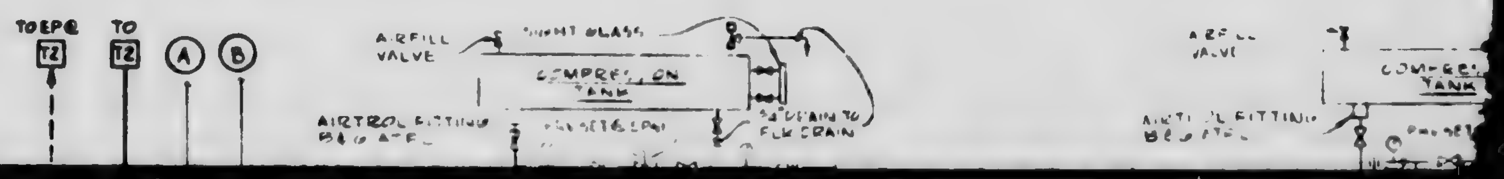
② MANUFACTURES CONTROLS SEE SPECIFICATION SECTION 15900

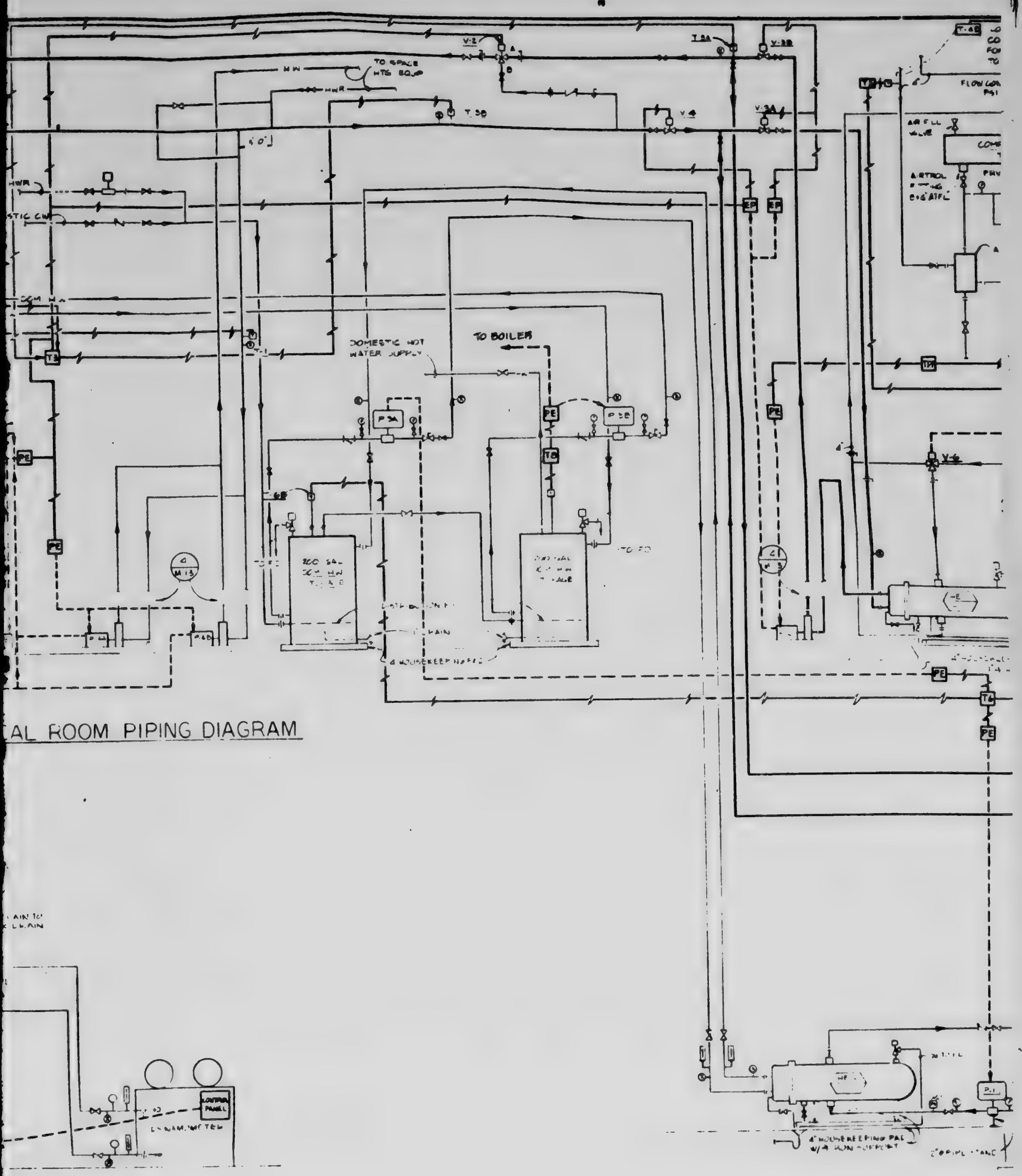
③ SEE SPECIFICATION SECTION 15681.


AIRFILL VALVE
COMPRESSION TANK
AIRTROL FITTING B&G "ATF"
PRV SET 6 PSI
3/4" DRAIN TO FLR DRAIN
FLOW CONTROL VALVE
CONTROL PANEL
AIR SEPARATOR B&G ROLAIRTROL
1" DRAIN TO FLR DRAIN
M13
DYNAMOMETER
4" HOUSEKEEPING PAD

DYNAMOMETER PIPING DIAGRAM

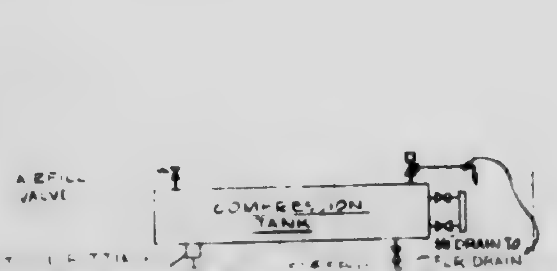
2/M17 SCALE NONE

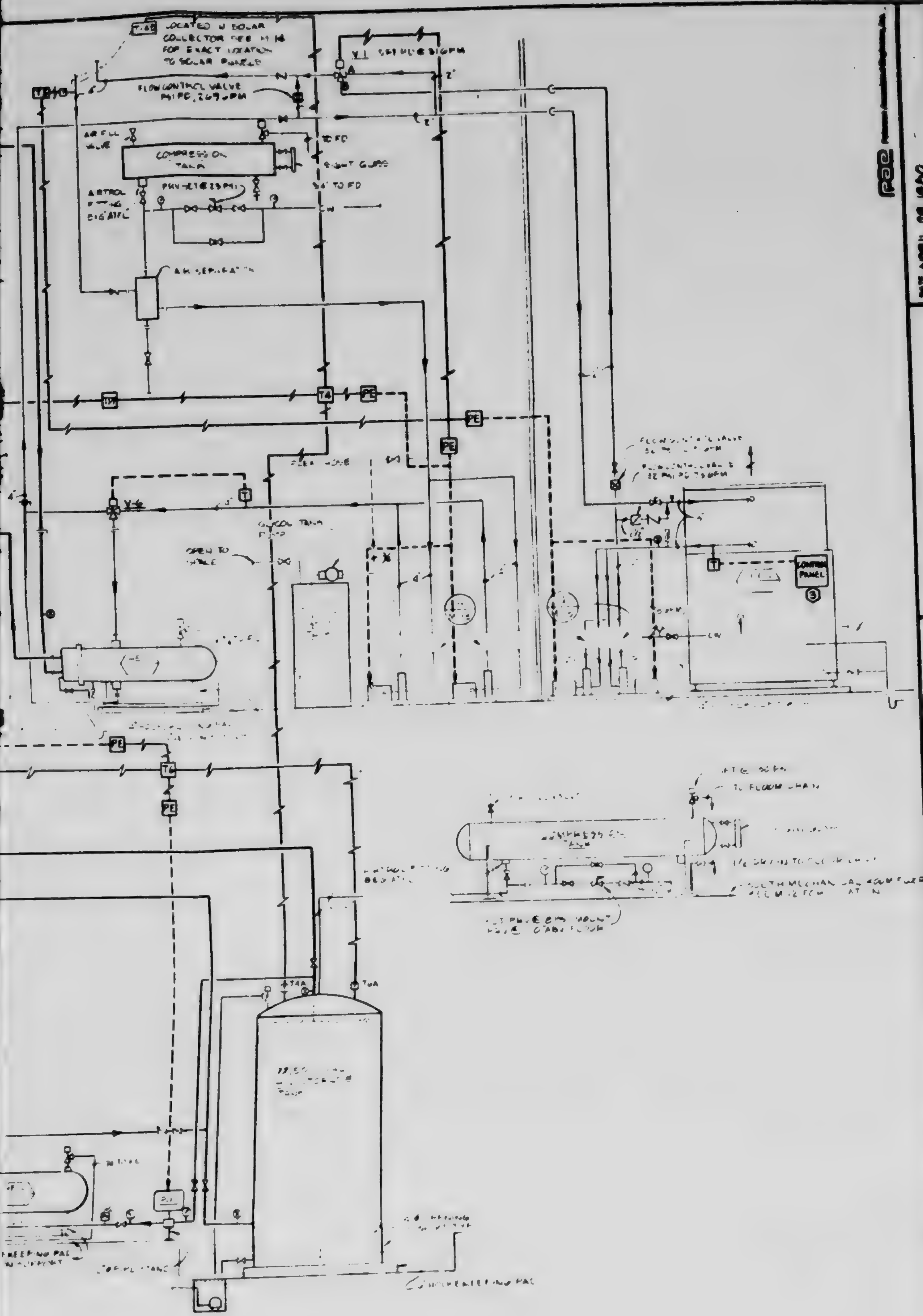

TO EP@ T2
TO T2
A
B
AIRFILL VALVE
SIGHT GLASS
COMPRESSION TANK
AIRTROL FITTING B&G ATF
PRV SET 6 PSI
3/4" DRAIN TO FLR DRAIN
AIRFILL VALVE
COMPRESSION TANK
AIRTROL FITTING B&G ATF


V-2
T-3A
V-3B
T-6B
HW
HWR
TO SPACE HTG EQUIP
T-3B
5'-0"
V-4
V-3A
EP
EP
HWR
STIC CW
FLOW CON
AIR FILL VALVE
AIRTROL FITTING
DCM HW
T-1
T3
TO BOILER
DOMESTIC HOT WATER SUPPLY
P-3A
P-3B
PE
T6
TH
PE
T-5
200 GAL DOM HW
TO FD
M-13
DISTRIBUTION
DRAIN
4" HOUSEKEEP'G PAD
V-6
PE
T6
PE
4" HOUSEKEEPING PAD W/4 IRON SUPPORT
2" PIPE STAND
P-1
CONTROL PANEL
DYNAMOMETER

AL ROOM PIPING DIAGRAM

AGRAM


AIR FILL VALVE
COMPRESSION TANK
3/4" DRAIN TO FLR DRAIN

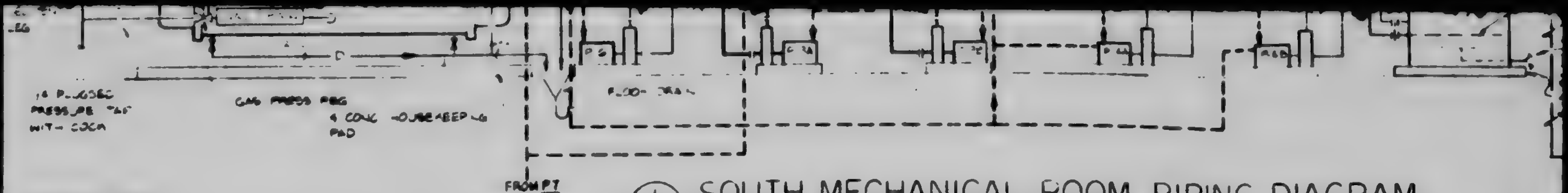

T-6B
LOCATED IN SOLAR COLLECTOR SEE M 14 FOR EXACT LOCATION TO SOLAR PANELS
V1
2"
FLOW CONTROL VALVE
AIR FILL VALVE
COMPRESSION TANK
TO FD
SIGHT GLASS
3/4" TO FD
CW
AIR SEPARATOR
T4
PE
T
GLYCOL TANK
OPEN TO
CONTROL PANEL
3
TO FLOOR DRAIN
COMPRESSION TANK
T4A
TOA

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 S.W. OAK PORTLAND, OREGON 97204

DATE APRIL 29, 1980

JOB NO 9017.05

County
ERATIONS FACILITY
y Oregon


14 PLUGSEC
PRESSURE TAP
WITH COCK
GAS PRESS REG
4 CONC HOUSEKEEPING PAD
FLOOR DRAIN
P6
FROM P7

① M17 SOUTH MECHANICAL ROOM PIPING DIAGRAM

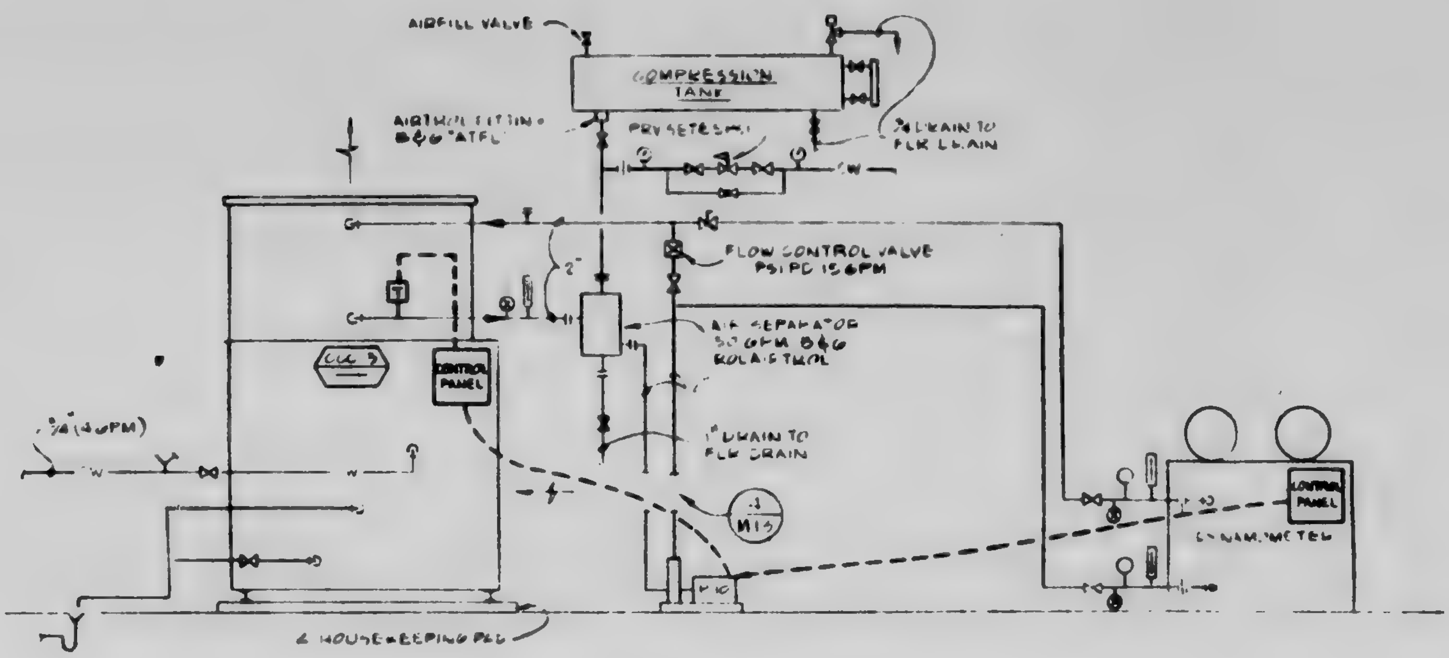
SCALE NONE

NOTES: 1/M-17

① RESET SCHEDULE SEE SPECIFICATION SECTION 15900 CONTROLS & INSTRUMENTS

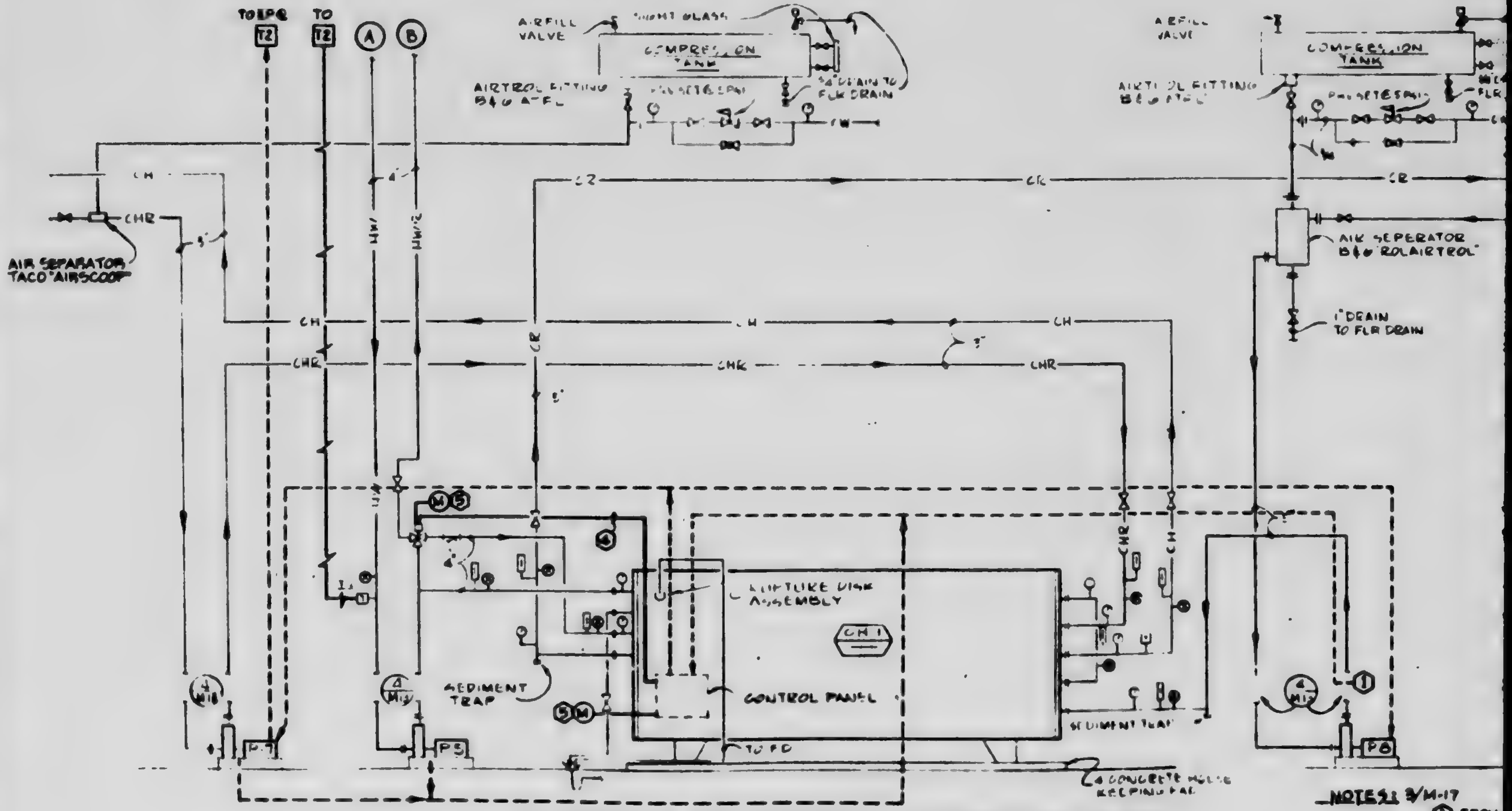
② MANUFACTURES CONTROLS SEE SPECIFICATION SECTION 15900

③ SEE SPECIFICATION SECTION 15681.


AIRFILL VALVE
COMPRESSION TANK
AIRTROL FITTING B&G "ATFL"
PRV SETESPSI
3/4" DRAIN TO FLR DRAIN
CW
2"
FLOW CONTROL VALVE PSIPD 15GPM
AIR SEPARATOR 50 GPM B&G ROLAIRTROL
CONTROL PANEL
3/4" (4GPM)
W
1" DRAIN TO FLR DRAIN
4 M13
P10
CONTROL PANEL
DYNAMOMETER
4 HOUSEKEEPING PAD

2 M17 DYNAMOMETER PIPING DIAGRAM

SCALE NONE


TO EPC
T2
TO
T2
A
B
AIRFILL VALVE
SIGHT GLASS
COMPRESSION TANK
AIRTROL FITTING B&G ATFL
PRV SETESPSI
3/4" DRAIN TO FLR DRAIN
CW
CH
CHR
AIR SEPARATOR TACO "AIRSCOOP"
3"
4"
HW1
HW2
CR
CH
CHR
3"
CHR
CH
M 5
4
RUPTURE DISK ASSEMBLY
CH 1
SEDIMENT TRAP
CONTROL PANEL
5 M
SEDIMENT TRAP
4 M13
P7
4 M13
P5
TO FD
4 CONCRETE HOUSE KEEPING PAD
AIRFILL VALVE
COMPRESSION TANK
AIRTROL FITTING B&G ATFL
PRV SETESPSI
CR
AIR SEPERATOR B&G "ROLAIRTROL"
1" DRAIN TO FLR DRAIN
1
4 M13
P6

3 M17 NOPTH MECHANICAL PIPING DIAGRAM

SCALE NONE

NOTES: 3/M-17

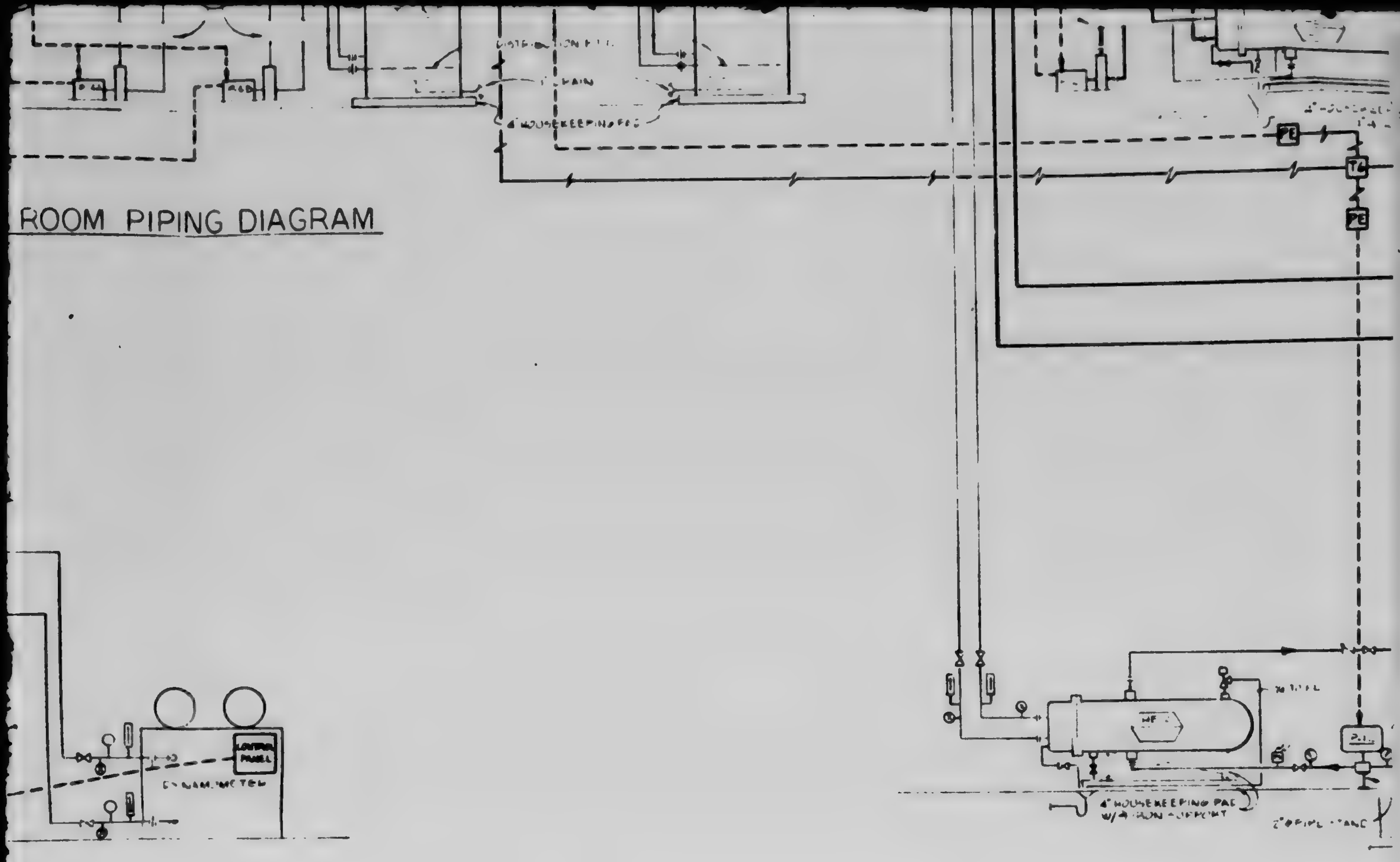
① FROM

② MANU
SE

③ SEE

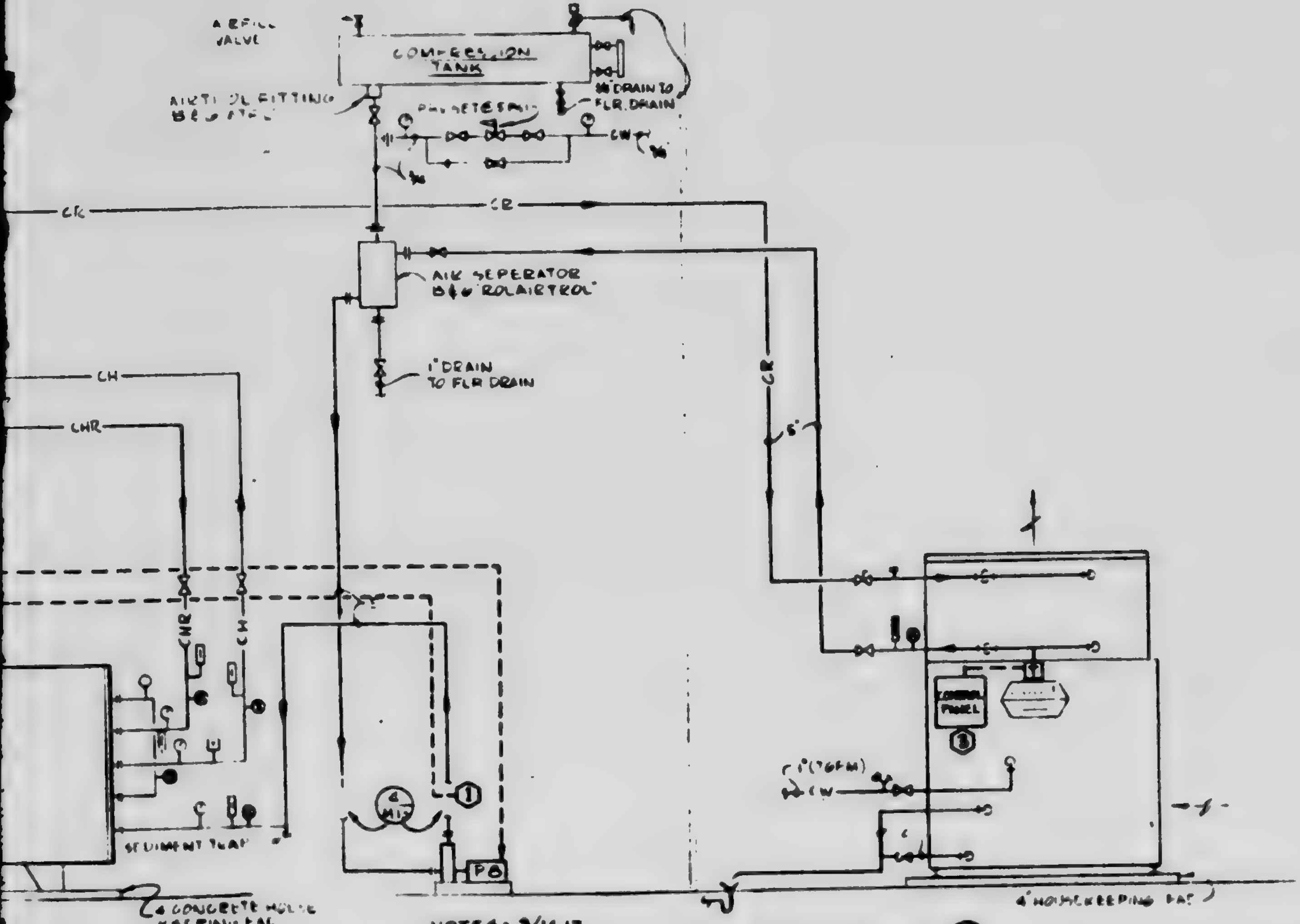
④ CONT

⑤ MAIN


DISTRIBUTION
DRAIN
4" HOUSEKEEPING PAD
PE
TC
PE
CONTROL PANEL
DYNAMOMETER
HE
P.I.
4" HOUSEKEEPING PAD W/ IRON SUPPORT
2" PIPE STAND

ROOM PIPING DIAGRAM

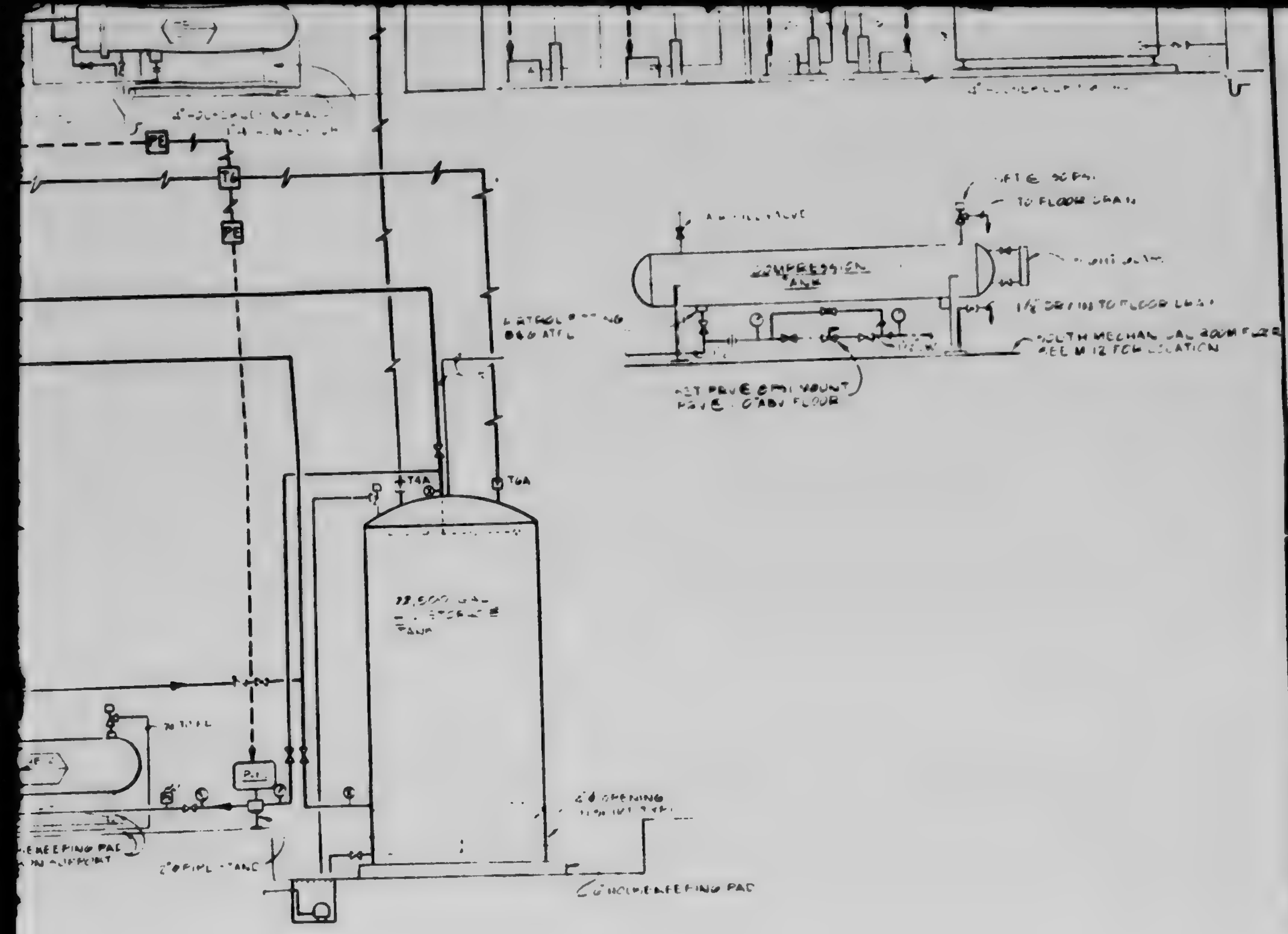
RAM


A REFILL VALVE
COMPRESSION TANK
AIRTROL FITTING B&G ATF
3/4" DRAIN TO FLR. DRAIN
CW
CR
CR
AIR SEPERATOR B&G "ROLAIRTROL"
1" DRAIN TO FLR DRAIN
CH
CHR
CR
5"
CHR
CH
①
4/M17
PB
CONTROL PANEL
③
CW
SEDIMENT TRAP
4" CONCRETE HOUSE KEEPING PAD
4" HOUSEKEEPING PAD

NG DIAGRAM

NOTES: 3/M-17

① FROM FLOW SWITCH TYPICAL SEE DETAIL 4/M17
② MANUFACTURES CONTROLS SEE SPECIFICATION SECTION 15900
③ SEE SPECIFICATION SECTION 15681
④ CONTROL AIR TUBING
⑤ MAIN CONTROL AIR



TE
TC
TE
COMPRESSION TANK
TO FLOOR DRAIN
1½" DRAIN TO FLOOR DRAIN
SOUTH MECHANICAL ROOM FLOOR
SEE M 12 FOR LOCATION
T4A
T6A
P.I.
CONC. HOUSEKEEPING PAD
2" PIPE STAND

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 1115 SW OAK PORTLAND, OREGON 97205

CONTROL DIAGRAM

Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

REGISTERED PROFESSIONAL ENGINEER
DONALD M. [illegible]

M17
OF 17 SHEETS

1980 Multnomah County Maint. 9188
& Operations Facility (Phase 3)
(general construction) #1

C&A 5439 11-9-79
4-4-80

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 30, 1980

In Reply Refer to
File No.:

TO: Glen Green, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
JUL 1 '80
REFER TO
FOR

Info	Inves	R/D	D/R	ign	Act	File

J B Boyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Justification For Rough Draft
Agreement Supplemental No. IV
Dated January 16, 1980
File 46993-A
FAP No. I-205-7(8)311

(REVISIONS TO LETTER DATED 6/20/80)

I have written this Supplemental Agreement No. IV to document certain elements of the functional replacement in order that items presently not covered or unclear, are fully documented. The agreement provides essentially for allowing the County to build additional open space in the basement not covered under the terms of the original agreement. It is my opinion, that by having the same footprint, we have also received benefits in costs and timely accomplishment of our task. A copy of this rough draft agreement was given you on June 19, and one June 20, which is revised on this date and transmitted with this letter. I will take each item piece by piece with an explanation which I feel justifies the action. The County is being transmitted this document for their review.

Item 1. General Excavation. I disagreed with the Federal Highway Administration position in the penalty of the $121,900. It was my belief that the costs of garbage excavation was not in excess of the general excavation price as documented in my letter of February 5, 1980, however, FHWA did not approve my reasoning. Item No. 1 provides the method by which I transfer this penalty from the State to the County.

Item 2. Site Work. This documents the 6.3 acres of improvements and the method by which the State will credit the County for their future paving. This paving is not being done at this time because of the possibility of protracted settlements. Betterments for Districts 3 and 5 parking will be excluded in the final agreement.

Item 3. This is a simple method of prorating the building costs based on the estimate of cost made by Zimmer Gunsul Frasca to that which is documented by the bid documents. Different examples are attached.

Item 4. This item documents the fact that the State will include in the building costs, everything above and including the Type 5 backfill under the building slab.

Item 5. This item allows the County and the State to document the costs of County materials which are utilized in either the site work or the building by a method which is auditable.

Item 6. Documents the mechanical space as submitted to you in my June 16 letter.

Item 7. States the terms by which the allowance for pedestrian walkway will be considered.

Item 8. Documents the arithmetical error made by Drobina, in that he did not measure the size of the storage buildings properly, which in turn changed the difference between Drobina's costs and that which could be justified.

Item 9. Escalation. The Engineering News Record Building Cost Index was contained in the agreements previously. Our intention was at the time the agreement was signed was to provide a method of escalating the June 30 costs to the time of contracting. At that point in time we discussed the matter with the Architect, Turner Construction Company was not on the scene as of yet, and it appeared that the Engineering News Building Cost Index was a reasonable answer. In reviewing various cost indexes, we find that there are many discrepancies between the different systems. The Turner Construction Company Index appeared to be reasonable in earlier correspondence pending the receipt of the June 1980 quarterly report in the Engineering News Record Building Cost Index in Seattle. It now is fairly clear after receiving the June quarterly report, that instead of 10½ to 11½ increase over a period of a year, the increase is down from earlier reports. The Seattle index for June 1979 being 280 and the index of June 1980 is 287 or an increase of only 3%. With this data available it appears that the National Engineering News Record Building Cost Index is a reasonable index at a 6% increase. In discussions with Timothy Grogan of the

Engineering News the differences indicated in the Engineering News Record June 19, 1980 issue may result from lag of up to 6 months in the other indexes. Engineering News Record is simple and data is available immediately before publication.

Item 10. Fuel Building. The 134,111 square foot area which I justified in my letter of June 16, indicated the fuel building was being bid as a separate building. The difficulty was separating the costs in the Lane County facility because it was a part of the building, as opposed to a separate structure. I would propose that we would allow a credit for this extra building in the amount of 1,000 square feet at a maximum of $45.39. The building itself may not account for these funds, but the piping, electrical and mechanical that are a part and parcel to it, will create costs in excess of $45.39 a square foot. The cost for the tanks which were not contained in the Lane County building, but were a part of the site development costs, will be paid in addition provided the County pays for capacity in excess of 3-10,000 gallon tanks. I have checked with our Service and Maintenance Station, and we have 40,000 gallon capacities for diesel and gasoline which serves our maintenance and our shops facilities. If this shops complex were built today, the maintenance people indicate that they would install a greater capacity. They have difficulty in keeping their tanks full and must work back and forth in order to maintain the service.

Item 11. Standby Generator. I have consulted with Mr. Jack Sollis regarding the previous decision that the standby generators were trade fixtures and could be moved by the County. There are many different opinions as to the designation of real property versus trade fixtures in case law. Mr. Sollis does not have a firm opinion as to what the designation would be if the item was adjudicated. The Jail must have continuing standby electric power because of safety reasons and because the sewage pumping equipment must operate 24 hours a day, seven days a week. The standby power equipment that the County presently owns, serves that purpose. I am recommending that we provide an amount equal to the bid for a 350 KW generator commensurate to the needs of the new building. The remainder of the costs would be included in the building costs for electrical and mechanical hookups. Because of the complexity of the issue, I believe this is justified. I am including with this letter, a copy of a theoretical justification with which I do not agree with completely, by the County. I estimate a cost of $50,000 extra in the equipment budget for this item.

Cost comparison sheet prepared by J. B. Boyd is attached.

JBB:jh

bc: Tom Walsh w/attach.
F. B. Klaboe
H. S. Coulter
E. S. Hunter w/attach. ✓
D. H. Moehring
V. E. Skoog
Tuck Wilson w/attach.

June 30, 1980

Examples of Cost Conditions
Multnomah County Operations & Maintenance Facility

EXAMPLE I   Bid on Estimate   Escalation 1.06

Model	Hi	64.88	-	99,327 square feet		
	Lo	27.38	-	85,641 square feet		
	Aver.	47.52	-	184,968 square feet	=	$8,789,186

State functional replacement area cost

Hi	90673 (64.88)	=	5,882,864	
Lo	43605 (27.38)	=	1,193,905	
			7,076,769	cost State area
	participation		6,460,571	max. 1.06
			616,198	shortfall

EXAMPLE II   Bid Below Estimate $7,000,000

Model	Hi	64.88	-	99,327 square feet		
	Lo	27.38	-	85,641 square feet		
	Aver.	47.52	-	184,968 square feet	=	$8,789,186

7,000,000/184,968 square feet = $37.84/square foot

47.52:64.88 = 37.84:x	Hi 90673 (51.66) =	4,684,167	
51.66 = x	Lo 43605 (21.80) =	950,589	
47.52:27.38 = 37.84:y		5,634,756	cost State area
21.80 = y	max. participation	6,460,571	max. 1.06
		825,815	deduct

Multnomah County Shops

AREA TAKE OFF 6-25-80
CORRECTED 6-26-80 JB
CORRECTED 6-27-80 JB

			2110 FLOOR			AIR	ROOF		
			NE	SE	NW	NE	SE	SW	NW
1	ADMINISTRATION	PW FR	4554		1733				
		PW B			3963				
		PM FR	1695						68
		PM B	569						
2	MECHANICAL	FR	2032	2820	140	606	649		106
		B & Solar	147	300		605	487		211
3	STALLS				6617	10316	11247	11607	
4	CIRCULATION (IN STALLS)								
5	METAL & BLACKSMITH				1190			2504	
6	SMALL ENGINE (IN STALLS)				1800				
7	MACHINE SHOP				520				
8	TRAINING ROOM								
9	PED CIRCULATION (IN STALLS 1662)					316			
10	HYDRAULIC				602			602	
11	STEAM CLEANING								
12	FUEL (OUTSIDE BLDG)							1012	
13	SANDBLAST							1100	
14	PAINT					538			
15	MATERIAL TEST						2023		
16	RADIO						1010		
17	TRAFFIC						10948		
18	SIGN SHOP				24	10208			902
19	BULK STORAGE								
20	PARTS				225	3668			1192
21	DISTRICT OPER	FR							2564
		B							12375
		FR							
		B							
		FR PM							
	DYNO					552			
			6997	3120	16420	27601	26364	16825	13931
						97327			

FIRST FLOOR				BASEMENT						
NW	NE	SE	SW	NW	NE	SE	SW	TOTAL		
1733										
3963										
				68	1796					
								14278		
140	606	649		106	1531					
	605	487		211		1063				
								10747		
6617	10316	11247	11607		1542					
								[illegible]329		
1196			2504					[illegible]		
1800								1800		
820								820		
	376							376		
602			602					[illegible]4		
			1012					1012		
			1100					1100		
	538							538		
		2023						2023		
		1010						1010		
		10145						[illegible]		
24	10608			902	3050			14614		
225	3668							3893		
				118[illegible]						
				2564						
				12373	13318	3983				
						20344	16930			
					5073			75292		
	852							882		
16[illegible]0	27601	26364	16505	15331	26390	25390	16930	184968		
97327					85641					

Form [illegible]

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

MULTNOMAH COUNTY OPERATIONS & MAINTENANCE FACILITY
COMPARISON SHEET

PREPARED BY J.B.BOYD 6/27/80

FUNCTIONAL AREA			Dec. 29, 1978 Agreed		FINAL AREAS	FINAL AREAS	●			FINAL AREAS	●
ADMINISTRATION		1	7,982	0	7,982	6,287PW				3,963PW	
						1,695PM				2,433PM	569 (1,864 (
						7,934	6,247 1,687	(1st & 2nd) (Basement)		2,813	1,539 (1,274 (
MECHANICAL		2	As Required							882 DYNO 1,701PW	
STALLS (Incl. Body Shop)		3	24,136	Incl. 3,4,6,9		38,086					
						1,456PM				86PM	
CIRCULATION		4	12,744	In Stalls						In Stalls	
METAL & BLACKSMITH		5	3,000	0	3,000	3,000					
SMALL ENGINE		6	1,000	In Stalls							
MACHINE SHOP		7	1,800	0	1,800	1,800					
TRAINING ROOM		8	600	+220	820	820					
PED. CIRC. MAIN SHOP		9	As Required	In Stalls 1,662							
HYDRAULIC		10	500	-122	378	378					
STEAM CLEANING		11	1,000	+204	1,204	1,204				Outside Bldg.	
FUEL		12	1,000								
SANDBLAST		13	1,000	+12	1,012	1,012					
PAINT		14	1,100	0	1,100	1,100					
MATERIAL TEST		15	500	+38	538	538					
RADIO		16	2,000	+23	2,023	2,023					
TRAFFIC		17	820	+190	1,010	1,010					
SIGN SHOP		18	11,220	-272	10,948	10,948					
BULK STORAGE		19	15,326	-712	14,614	10,632					
						902					
						3,080PM					
PARTS		20	3,900	-7	3,893	3,893					

ATIONS & MAINTENANCE FACILITY
COMPARISON SHEET

SHEET ____ OF ____ SHEETS

FINAL AREAS	●			FINAL AREAS	●				TOTAL AREA		
6,287PW				3,963PW							
,695PM				2,433PM	569 (2nd) 1,864 (Basement)				14,378		
,934	6,247 (1st & 2nd) 1,687 (Basement)			2,813	1,539 (1st & 2nd) 1,274 (Basement)				10,747		
,086				882 DYNO 1,701PW			40,669				
,456PM				86PM			1,542		42,211		
				In Stalls							
,000									3,000		
,800									1,800		
820									820		
378									378		
,204									1,204		
				Outside Bldg.							
,012									1,012		
,100									1,100		
538									538		
,023									2,023		
,010									1,010		
0,948									10,948		
0,632											
902											
,080PM									14,614		
,893									3,893		

[illegible]

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

PREPARED BY J.B.BOYD 6/27/80

FUNCTIONAL AREA			Dec. 29, 1978 Agreed		FINAL AREAS	FINAL AREAS				FINAL AREAS	
DISTRICT OPERATIONS		21	35,654		1,182PW	1,182PW				2,364PW	
	ADDED FOR TOTAL TO EQUAL		→	+826	30,225PW	30,225PW				36,448PW	
					5,073PM	5,073PM					
EXPLOSIVES & FLAMMABLES *		22	400	-400 -1,513 +1,513							
SUBTOTALS			125,682			134,278					
	CREDIT FOR FUEL			1,000							
*Placed in Bulk Storage Paint Locker											
					(1st & 2nd)	90,673 x 64.88	= $5,882,864			8,654 x	64.88 = $
				Basement (Finished)		7,405 x 27.38	= $202,749			5,588 x	27.38 = $
					Basement (Open)	36,200 x 27.38	= $991,156			36,448 x	27.38 = $
						134,278	= $7,076,769			50,690	= $

SHEET ____ OF ____ SHEETS

●			FINAL AREAS	●				TOTAL AREA		
			2,364PW							
			36,448PW							
								75,292		
								184,968		
.38 = $5,882,864			8,654 x	64.88 = $561,472						
7.38 = $202,749			5,588 x	27.38 = $152,999						
7.38 = $991,156			36,448 x	27.38 = $997,946						
= $7,076,769			50,690	= $1,712,417				184,968 = $8,789,186		
								or 47.52/sq.ft.		

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 27, 1980

In Reply Refer to
File No.:

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd, Manager
Right of Way Section

NOTED
E. S. HUNTER

SUBJECT: Functional Replacement Area
Multnomah County Operations &
Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311

(REVISIONS TO LETTER DATED JUNE 16, 1980)

RECEIVED
TECHNICAL SERVICES
JUN 30 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

The area to be replaced under the Functional Replacement program has been resolved in a reasonable manner. Attached are comparison sheets showing the Functional Replacement vs. the Betterment Areas and their relationship to the total area. The final areas which I am recommending are 134,278 square feet for Functional Replacement; 50,690 square feet for Betterment Area, making a total in the facility of 184,968 square feet. The Architects and Multnomah County have agreed with these areas. The 134,278 Functional Replacement square feet does not include 1,000 square feet credit for the fuel facility. You will note in the comparison sheet, that there are algebraic differences indicating a smaller net area of 826 square feet because of architectural design. I have added the 826 square feet to the district operations area because of probable use for bulk storage; as you will note bulk storage is a minus 712.

Two issues which were still in question when our agreement was signed were assigned to mechanical and pedestrian walkway space.

The mechanical area has finally been decided upon as 7,934 square feet. The beakdown for this is as follows:

	STATE FR	COUNTY	TOTAL
Second Floor North	2,032	147	
Second Floor South	2,820	300	
First Floor Northwest	140		

	STATE FR	COUNTY	TOTAL
First Floor Northeast	606	605*	
First Floor Southeast	649	487*	
Basement Northwest	106	211	
Basement Northeast	1,581		
Basement Southeast		1,063**	
TOTALS	7,934	2,813	10,747

*Solar ½ dyno ½   **Solar

Mechanical space is difficult if not impossible to specifically allot to that necessary for County Betterments. Solar and dynometer requirements are specific. Space for additional ventilation equipment is not a linear relationship. I recommend acceptance of the 7,934 square feet as reasonable.

Another question in the area left to resolution was pedestrian circulation in the main shop. In my columnar tabulation I have indicated 1,662 square feet credit to the County. The County indicates it has justified this area for additional circulation in the shop area. The justification which I have utilized is a letter addressed to Mr. Jim Chidsey, by William A. James, Technical Section, Accident Prevention Division, Worker's Compensation Department. In this document the indicated width for the pedestrian walkway is 2 feet. This 2 feet combined with 3 feet for the door swing from the exit door clearances, creates a 5-foot walkway along those areas which have heavy pedestrian movements. An additional letter from Mr. James clarifies his position. It must be agreeable to all parties, but I have increased it from 933 square feet on this assumption.

I am including colored prints showing the principle that I have indicated in my area tabulation. The areas outlined in yellow, I consider to be Functional Replacement. The areas colored in orange, I consider to be County Betterment. Mechanical areas have been delineated by a pink outline. Within that pink outline are utilized the same shading; yellow for Functional Replacement; orange for Betterment. The pedestrian walkway has been included in the allowance for stalls.

This resolution of areas has been discussed with your personnel. I request your concurrence as outlined.

JBB:jh
attach.
bc: *Tom Walsh, F. B. Klaboe, H. S. Coulter, *E. S. Hunter, D. H. Moehring
V. E. Skoog, *Tuck Wilson

*w/attach.

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

MULTNOMAH COUNTY OPERATIONS & MAINTENANCE FACILITY
COMPARISON SHEET

PREPARED BY J.B.BOYD 6/27/80

SHEET ___ OF ___ SHEET

FUNCTIONAL AREA			Dec. 29, 1978 Agreed		FINAL AREAS	FINAL AREAS	@			FINAL AREAS	@				TOTAL AREA		
ADMINISTRATION		1	7,982	0	7,982	6,287PW				3,963PW							
						1,695PM				2,433PM	569 (2nd) 1,864 (Basement)				14,378		
MECHANICAL		2	As Required			7,934	6,247 (1st & 2nd) 1,687 (Basement)			2,813	1,539 (1st & 2nd) 1,274 (Basement)				10,747		
STALLS (Incl. Body Shop)		3	24,136	Incl. 3,4,6,9		38,086				882 DYNO 1,701PW			40,669				
						1,456PM				86PM			1,542		42,211		
CIRCULATION		4	12,744	In Stalls						In Stalls							
[illegible]AL & BLACKSMITH		5	3,000	0	3,000	3,000									3,000		
SMALL ENGINE		6	1,000	In Stalls													
MACHINE SHOP		7	1,800	0	1,800	1,800									1,800		
TRAINING ROOM		8	600	+220	820	820									820		
PED. CIRC. MAIN SHOP		9	As Required	In Stalls 1,662													
HYDRAULIC		10	500	-122	378	378									378		
STEAM CLEANING		11	1,000	+204	1,204	1,204									1,204		
FUEL		12	1,000							Outside Bldg.							
SANDBLAST		13	1,000	+12	1,012	1,012									1,012		
PAINT		14	1,100	0	1,100	1,100									1,100		
MATERIAL TEST		15	500	+38	538	538									538		
RADIO		16	2,000	+23	2,023	2,023									2,023		
TRAFFIC		17	820	+190	1,010	1,010									1,010		
S[illegible] SHOP		18	11,220	-272	10,948	10,948									10,948		
BULK STORAGE		19	15,326	-712	14,614	10,632											
						902											
						3,080PM									14,614		
PARTS		20	3,900	-7	3,893	3,893									3,893		

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

PREPARED BY J.B.BOYD 6/27/80

SHEET ___ OF ___ SHEETS

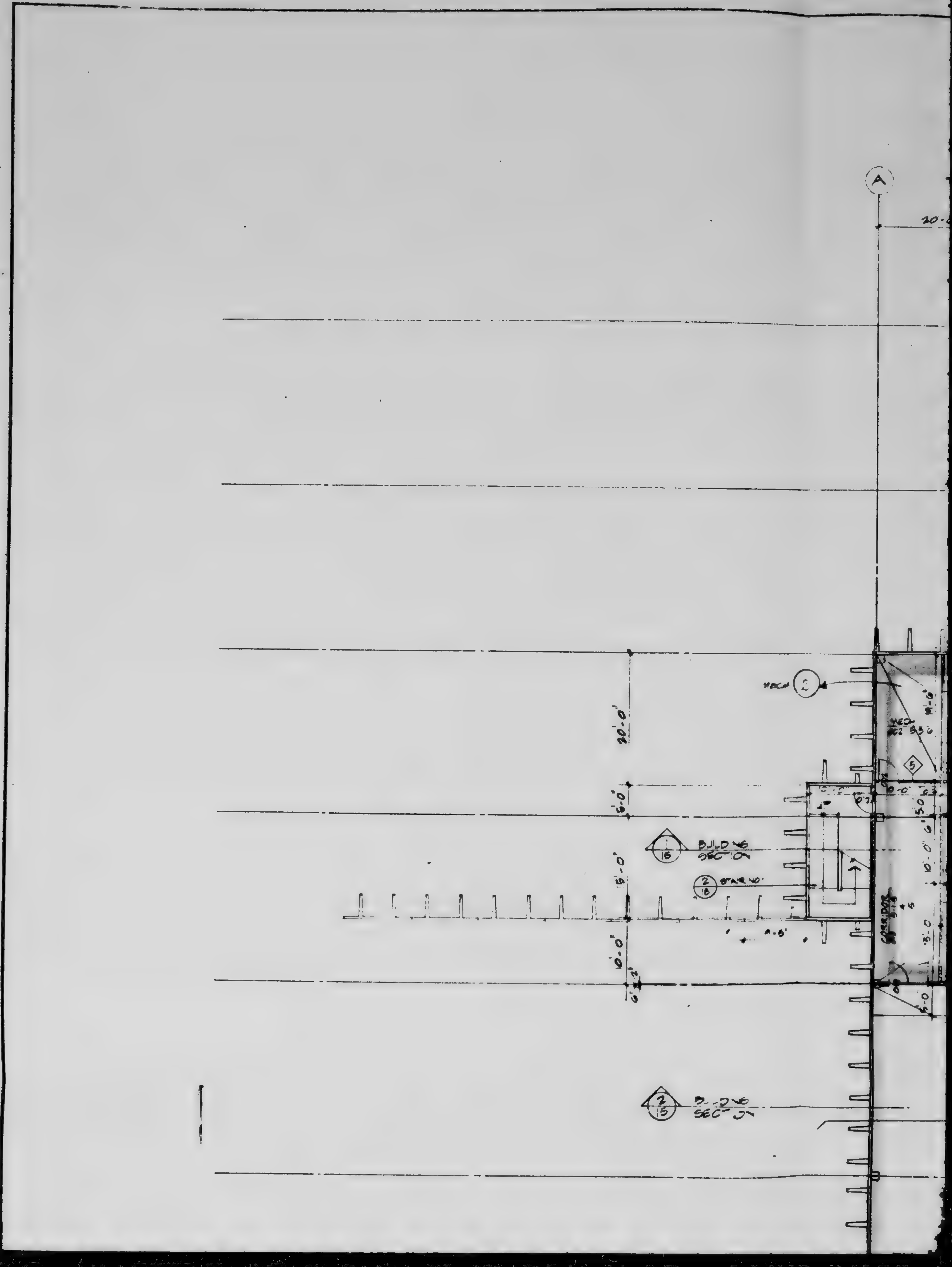
FUNCTIONAL AREA			Dec. 29, 1978 Agreed		FINAL AREAS	FINAL AREAS	@			FINAL AREAS	@				TOTAL AREA		
DISTRICT OPERATIONS		21	35,654		1,182PW	1,182PW				2,364PW							
	ADDED FOR TOTAL TO EQUAL		→	+826	30,225PW	30,225PW				36,448PW							
					5,073PM	5,073PM									75,292		
EXPLOSIVES & FLAMMABLES *		22	400	-400 -1,513 +1,513											184,968		
SUBTOTALS			125,682			134,278											
	CREDIT FOR FUEL		— —	1,000													
					(1st & 2nd)	90,673				8,654							
				Basement	(Finished)	7,405				5,588							
					Basement (Open)	36,200				36,448							
						134,278				50,690					184,968		

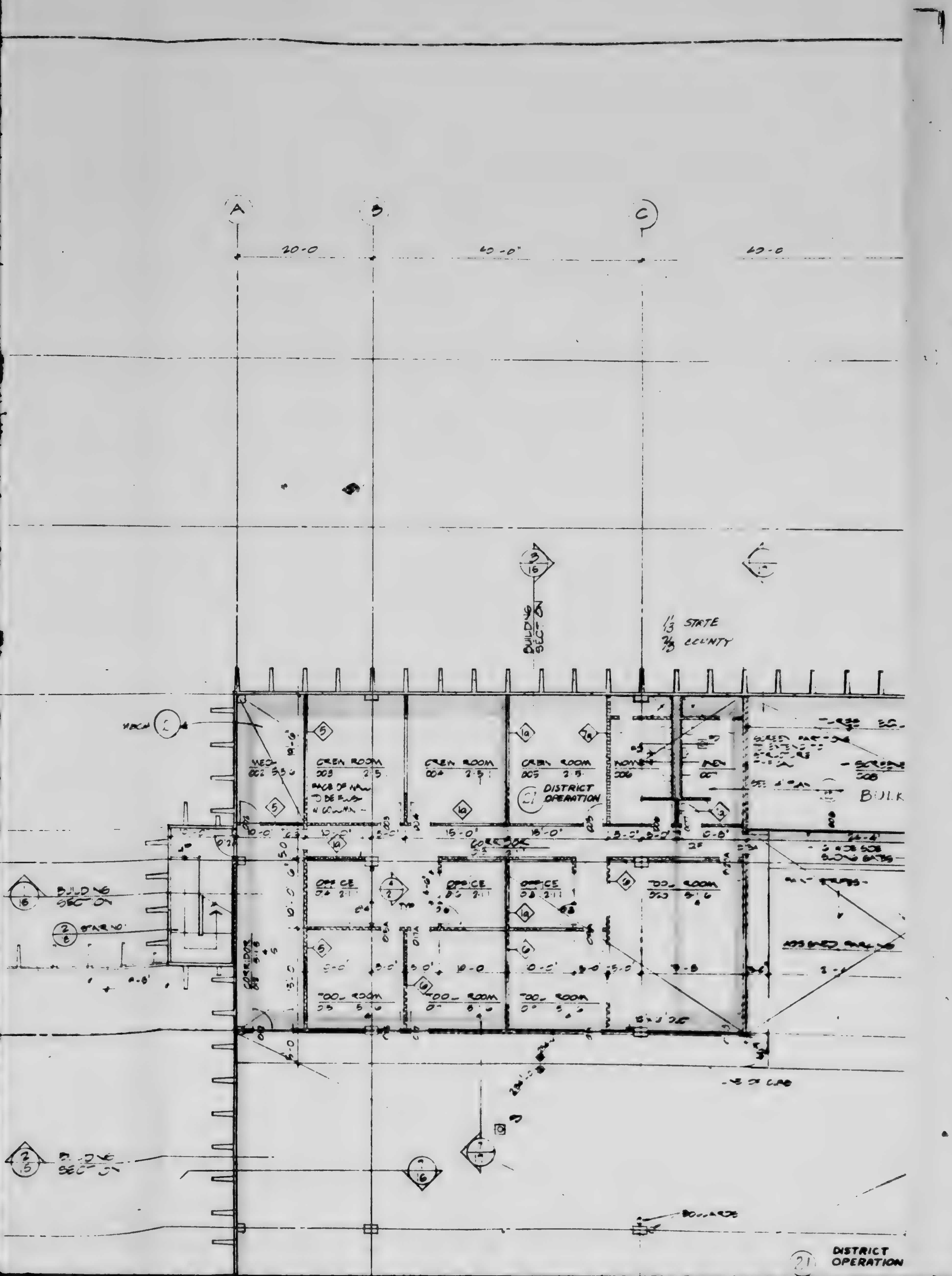
*Placed in Bulk Storage Paint Locker

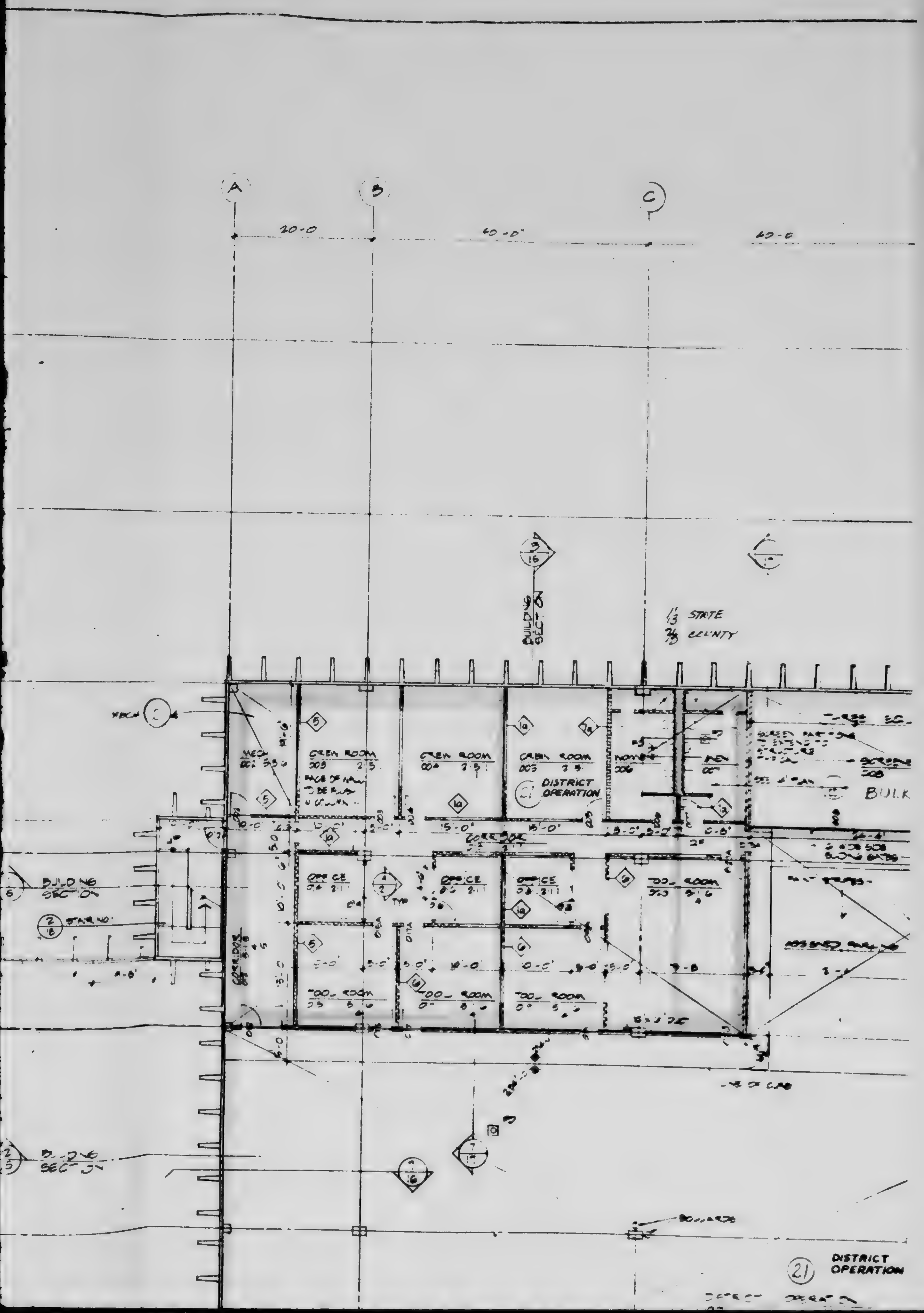
Multnomah County Shops

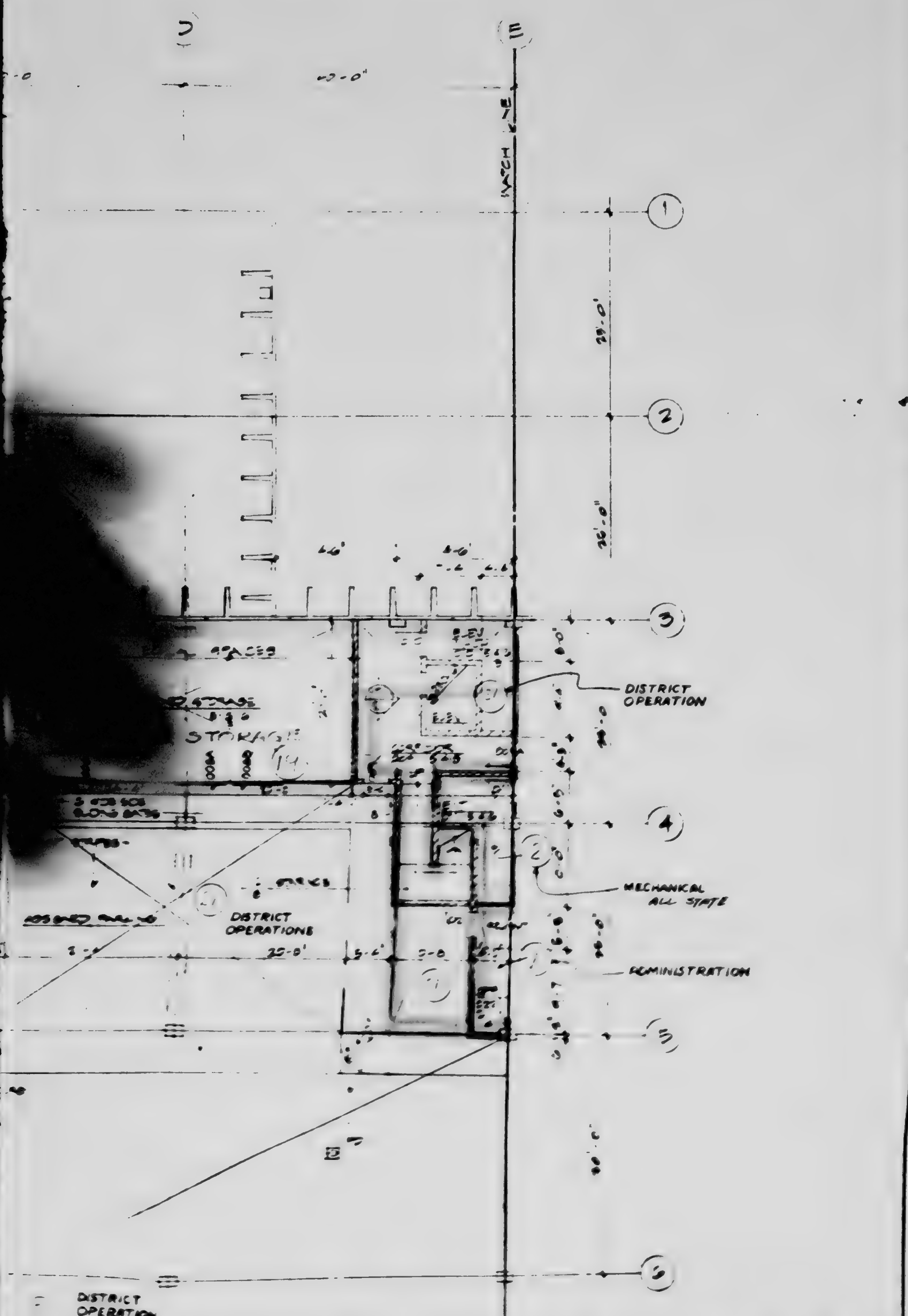
AREA TAKE OFF 6-25-80
CORRECTED 6-26-80 JB
CORRECTED 6-27-80 JB

			2ND FLOOR		FIRST FLOOR				BASEMENT				TOTAL
			NE	SE	NW	NE	SE	SW	NW	NE	SE	SW	
1	ADMINISTRATION	PW FR	4554		1733								
		PW B			3963								
		PM FR	1695										
		PM B	569						68	1796			1437[illegible]
2	MECHANICAL	FR	2032	2820	140	606	649		106	1581			
		B & Solar	147	300		605	497		211		1063		10[illegible]
[illegible]	STALLS				6617	10216	11247	11607		1542			41320
4	CIRCULATION (IN STALLS)												
5	METAL & BLACKSMITH				496			2504					3[illegible]
6	SMALL ENGINE (IN STALLS)				1800								1800
7	MACHINE SHOP				820								820
8	TRAINING ROOM												
9	PED CIRCULATION (IN STALLS 1920)					378							378
10	HYDRAULIC				602			602					1204
11	STEAM CLEANING												
12	FUEL (OUTSIDE BLDG)							1012					1012
13	SANDBLAST							1100					1100
14	PAINT					538							538
15	MATERIAL TEST						2023						2023
16	RADIO						1010						1010
17	TRAFFIC						10945						10945
1.	SIGN SHOP				24	10608			902	3080			14614
19	BULK STORAGE				225	3668							3893
20	PARTS								1182				
21	DISTRICT OPER	FR							2364				
		B							12075	13318	3983		
[illegible]	[illegible]	FR									20344	16930	
[illegible]	[illegible]	B											
		FR PM								5073			75292
	DYNO					882							882
			8997	3120	16420	27601	26364	16825	16931	26390	25390	16930	184965
						99327					85641		


A
20-0
MECH
2
20'-0"
MECH
19'-6"
5
6'-0"
BUILDING SECTION
1
16
15'-0"
2
18
STAIR NO.
CORRIDOR
10'-0"
6'-0"
15'-0
5'-0
10'-0"
6"
2
15
BUILDING SECTION


A
B
C
20-0
40-0"
40-0
3
16
BUILDING SEC
1/3 STATE
2/3 COUNTY
MECH
MECH 002
CREW ROOM 003
CREW ROOM 004
CREW ROOM 005
WOMEN 006
MEN
DISTRICT OPERATION
21
BULK
CORRIDOR
OFFICE
OFFICE
OFFICE
TOOL ROOM
TOOL ROOM
TOOL ROOM
TOOL ROOM
CORRIDOR
15-0'
15'-0"
10-0
ASSIGNED PARKING
BUILDING SECTION
1
16
2
8
STAIR NO.
2
15
BUILDING SECTION
7
16
BOLLARDS
21
DISTRICT OPERATION

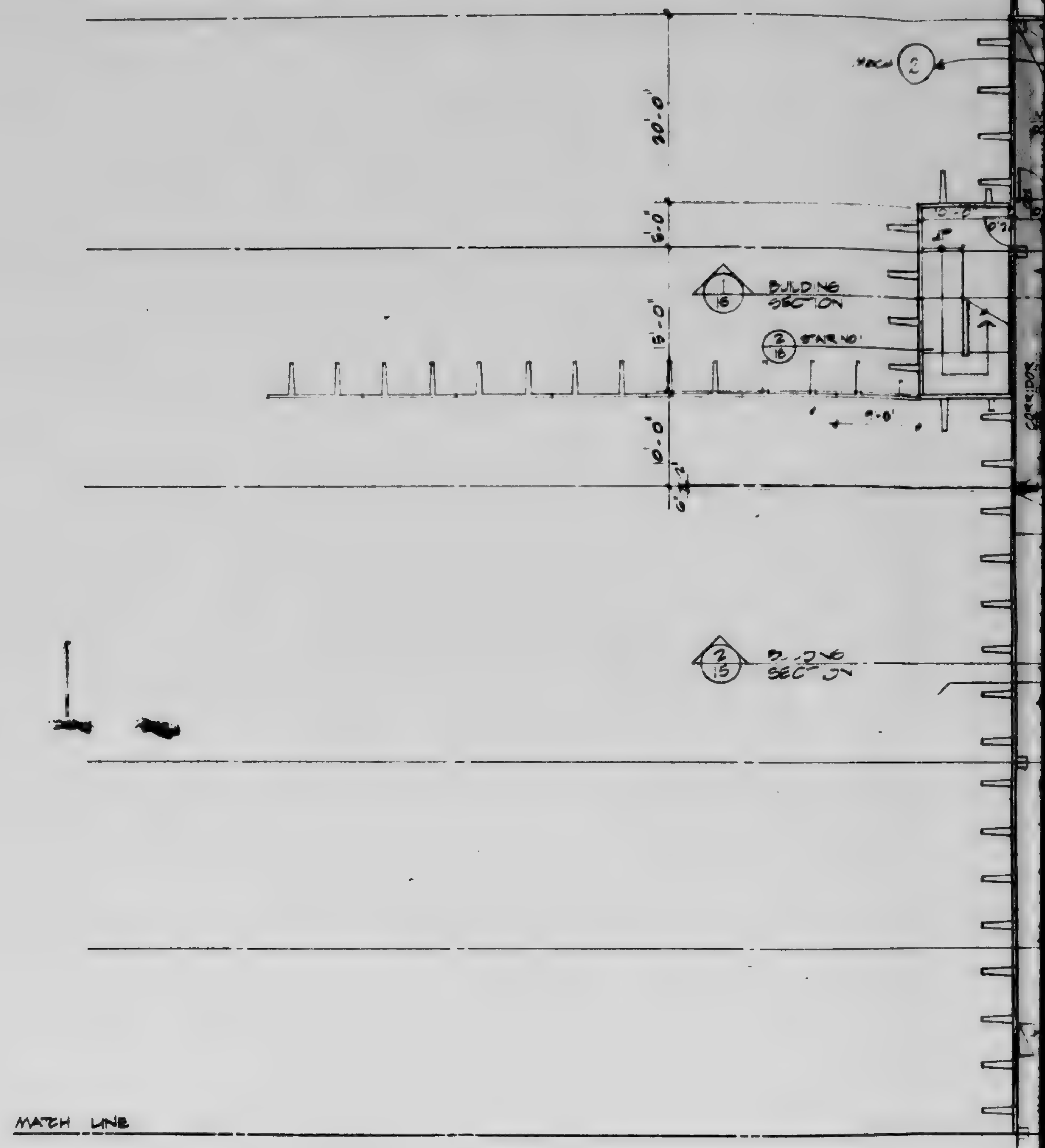

A
B
C
20-0
60-0"
60-0
3
16
BUILDING SECT
1/3 STATE
2/3 COUNTY
MECH
MECH 002
CREW ROOM 003
CREW ROOM 004
CREW ROOM 005
WOMEN 006
MEN
SCREENS 008
BULK
21 DISTRICT OPERATION
CORRIDOR
OFFICE
TOOL ROOM
15-0'
10-0
5-0'
BUILDING SECTION
STAIR NO.
CORRIDOR
BOLLARDS
21 DISTRICT OPERATION



C
E
1
2
3
4
5
6
MATCH LINE
25'-0"
25'-0"
STORAGE
DISTRICT OPERATION
MECHANICAL ALL STATE
DISTRICT OPERATIONS
ADMINISTRATION
DISTRICT OPERATION

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 1121 SW OAK PORTLAND, OREGON 97205

County
ERATIONS FACILITY
Oregon


MECH
2
20'-0"
5'-0"
15'-0"
10'-0"
2'
1
16
BUILDING SECTION
2
16
STAIR NO 1
9'-0"
CORRIDOR
2
15
BUILDING SECTION
MATCH LINE

ROOM NAME

101 1 · 2 · 3

ROOM NUMBER

FLOOR & BASE FINISH

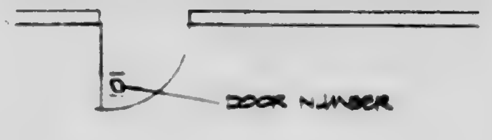
WALL FINISH

CEILING FINISH

ROOM FINISH SCHEDULE NUMBERS ARE FOUND AT BEGINNING OF SPECIFICATIONS DIVISION 9

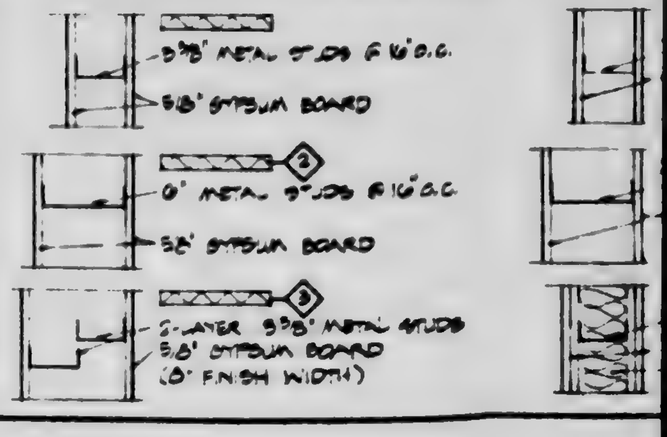
SEE 1/4" PLANS OF STAIRS AND TOILET ROOMS FOR FINISHES IN THOSE AREAS

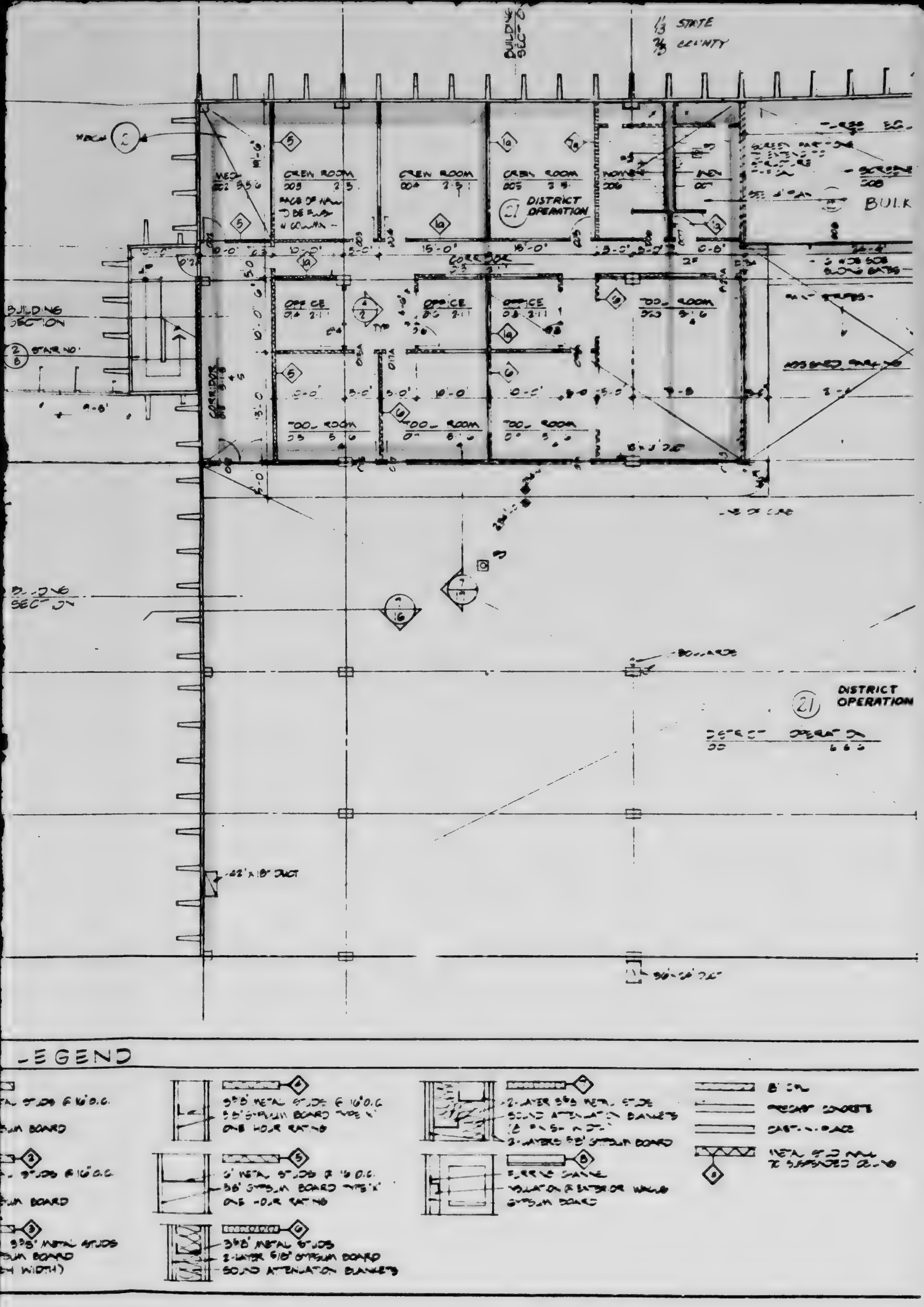
DOOR IDENTIFICATION

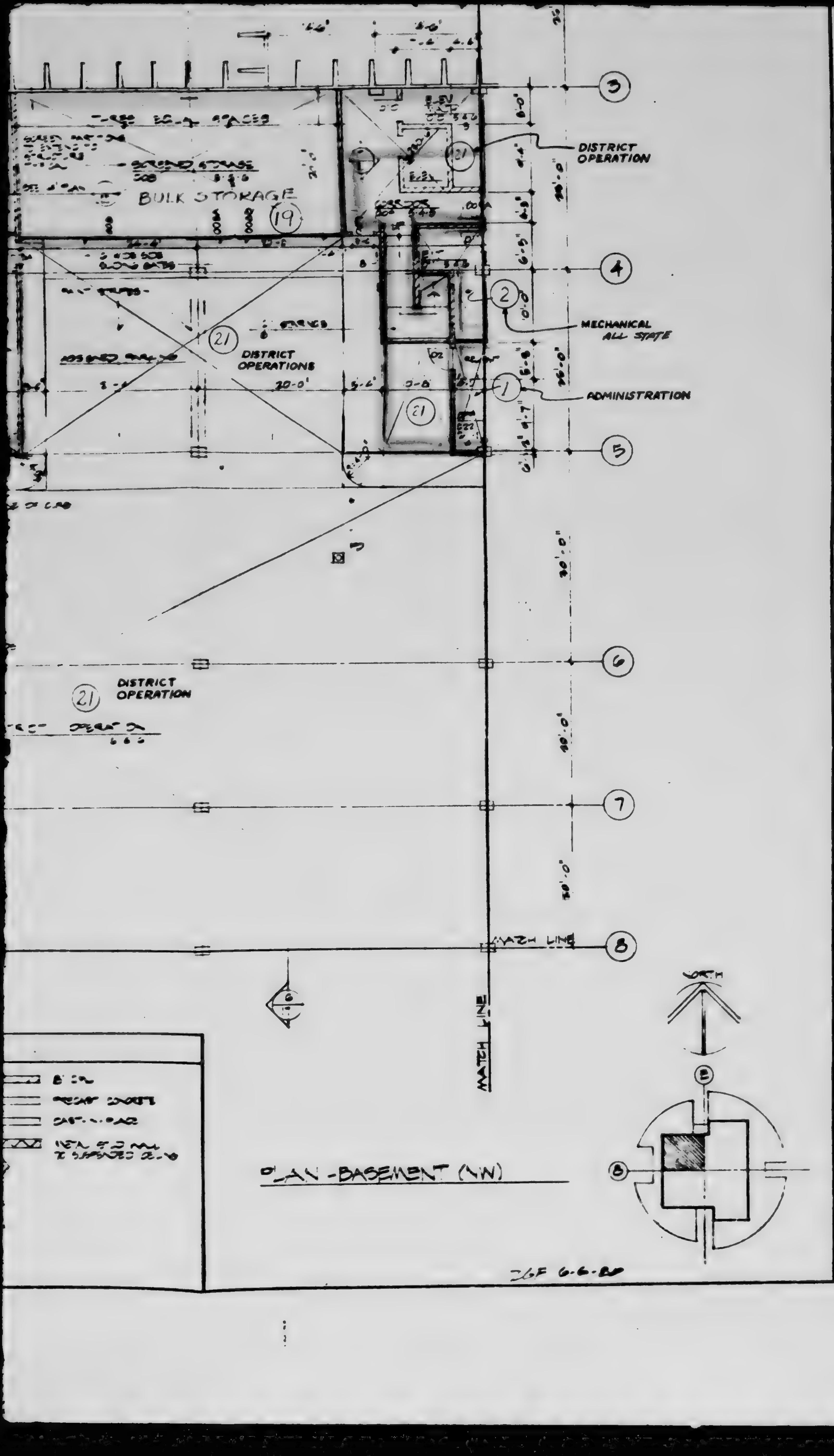

0
DOOR NUMBER

SEE DOOR SCHEDULE SPECIFICATIONS DIVISION 8 FOR DOOR TYPE FRAME TYPE AND HARDWARE TYPE

WALL LEGEND


3 5/8" METAL STUDS @ 16" O.C.
5/8" GYPSUM BOARD
3
6" METAL STUDS @ 16" O.C.
5/8" GYPSUM BOARD
3
2-LAYER 3 5/8" METAL STUDS
5/8" GYPSUM BOARD
(8" FINISH WIDTH)


1/3 STATE
2/3 COUNTY
BUILDING SEC
MECH 2
MECH 002
CREW ROOM 003
CREW ROOM 004
CREW ROOM 005
WOMEN 006
MEN 007
SCREENED 008
BULK
FACE OF WALL TO BE FLUSH W COLUMN
21 DISTRICT OPERATION
CORRIDOR
OFFICE
OFFICE
OFFICE
TOOL ROOM
TOOL ROOM
TOOL ROOM
TOOL ROOM
CORRIDOR
BUILDING SECTION
2 8 STAIR NO.
ASSIGNED PARKING
LINE OF CURB
BOLLARDS
21 DISTRICT OPERATION
DISTRICT OPERATION
22" x 18" DUCT
15'-0"
15'-0"
10'-0"
LEGEND
METAL STUDS @ 16" O.C.
GYPSUM BOARD
2
STUDS @ 16" O.C.
GYPSUM BOARD
3
3 5/8" METAL STUDS
GYPSUM BOARD
(FINISH WIDTH)
4
3 5/8" METAL STUDS @ 16" O.C.
5/8" GYPSUM BOARD TYPE "X"
ONE HOUR RATING
5
6" METAL STUDS @ 16" O.C.
5/8" GYPSUM BOARD TYPE "X"
ONE HOUR RATING
6
3 5/8" METAL STUDS
2-LAYER 5/8" GYPSUM BOARD
SOUND ATTENUATION BLANKETS
7
2-LAYER 3 5/8" METAL STUDS
SOUND ATTENUATION BLANKETS
(2" FINISH WIDTH)
2-LAYERS 5/8" GYPSUM BOARD
8
FURRING CHANNEL
INSULATION @ EXTERIOR WALLS
GYPSUM BOARD
BRICK
PRECAST CONCRETE
CAST-IN-PLACE
METAL STUD WALL TO SUSPENDED CEILING
9

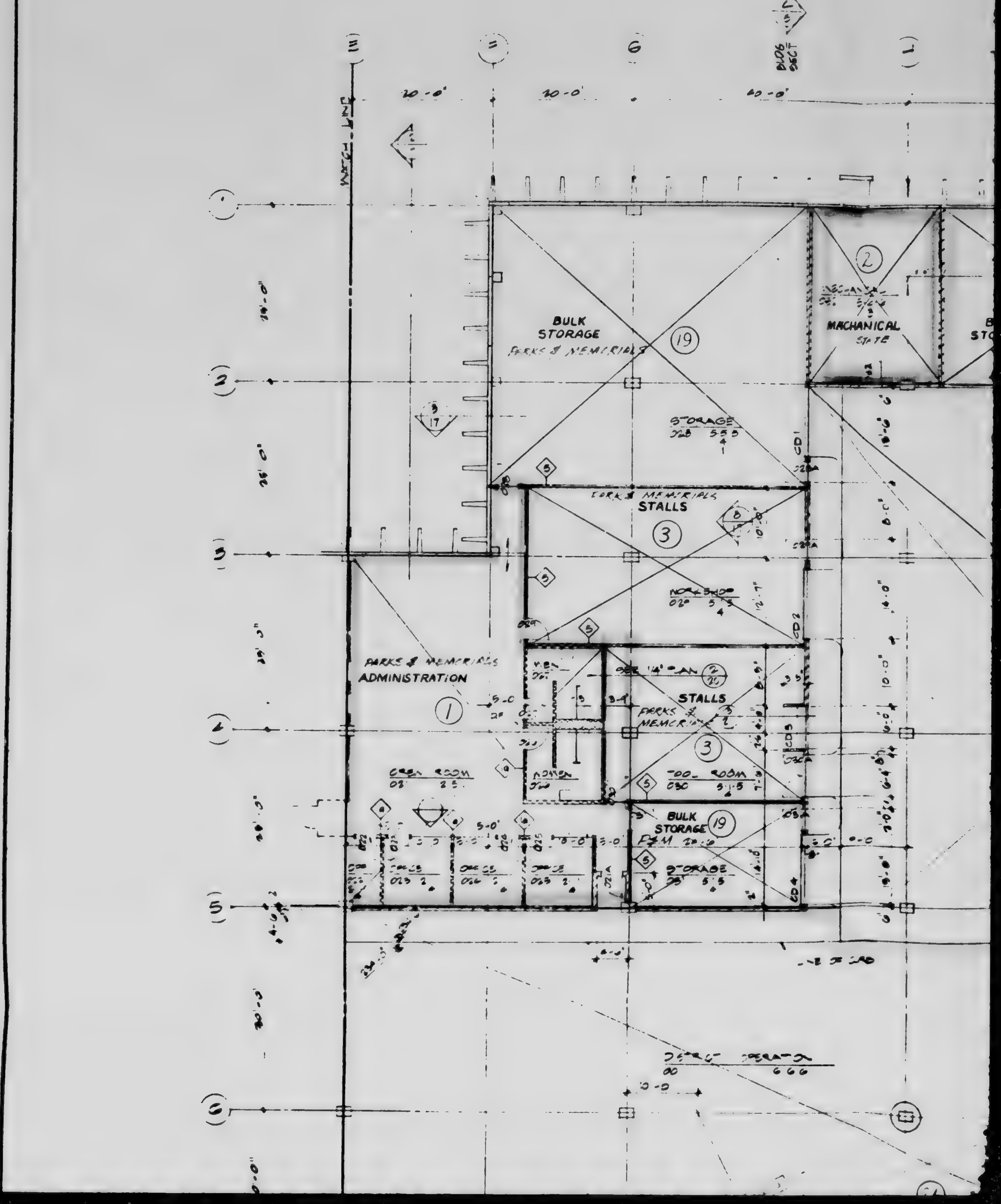

BULK STORAGE
19
DISTRICT OPERATION
21
MECHANICAL
ALL STATE
2
ADMINISTRATION
1
21
DISTRICT OPERATIONS
20'-0"
21
21
DISTRICT OPERATION
3
4
5
6
7
8
30'-0"
30'-0"
30'-0"
30'-0"
MATCH LINE
MATCH LINE
NORTH
PLAN - BASEMENT (NW)
JGF 6-6-80

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 321 SW OAK PORTLAND, OREGON 97204

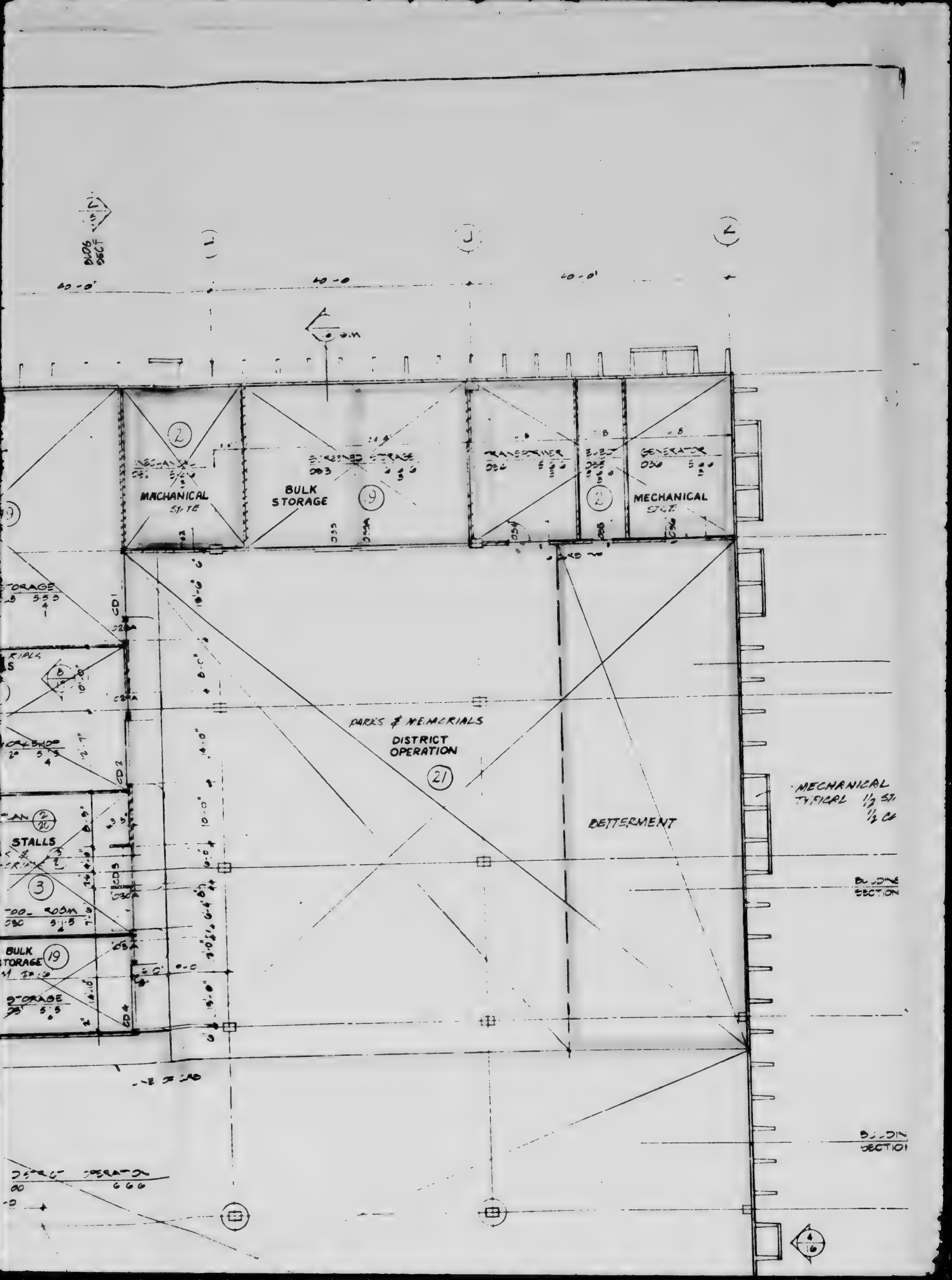
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

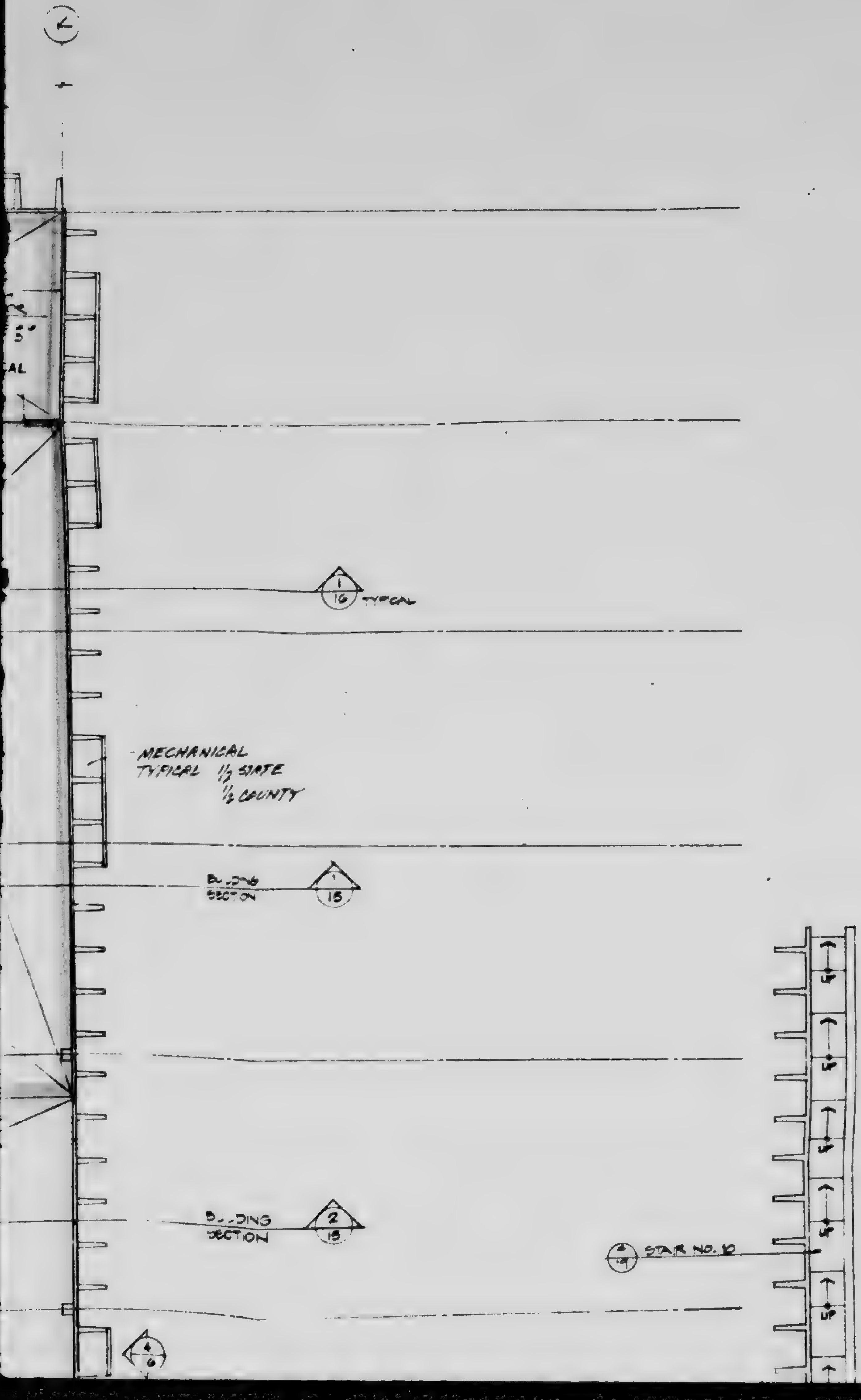
PLAN, BASEMENT (NW) 1/16"=1'-0"

2
OF SHEETS



MATCH LINE
20'-0"
20'-0"
20'-0"
BLDG SECT
BULK STORAGE
PARKS & MEMORIALS
19
STORAGE
028 555
4
1
2
MECHANICAL
STATE
PARKS & MEMORIALS
STALLS
3
WORKSHOP
020 5 5
4
CD1
CD2
CD3
CD4
PARKS & MEMORIALS
ADMINISTRATION
1
MEN
WOMEN
SEE 1/4" PLAN 2/20
STALLS
PARKS & MEMORIALS
3
CREW ROOM
TOOL ROOM
BULK STORAGE
P&M
19
STORAGE
OFFICE
OFFICE
OFFICE
10'-0"
14'-0"
10'-0"
LINE OF SLAB
DISTRICT OPERATION
00 666
10'-0"

BLDG SECT
40-0'
40-0
40-0'
2
MACHANICAL
SITE
BULK
STORAGE
9
TRANSFORMER
GENERATOR
030
2
MECHANICAL
SITE
STORAGE
CD1
CD2
CD3
CD4
8
WORKSHOP
STALLS
3
TOOL ROOM
030
BULK
STORAGE
19
STORAGE
PARKS & MEMORIALS
DISTRICT
OPERATION
21
BETTERMENT
MECHANICAL
TYPICAL
BUILDING
SECTION
DISTRICT OPERATION
666
4
16


2
1/16 TYPICAL
MECHANICAL
TYPICAL 1/2 STATE
1/2 COUNTY
BUILDING SECTION
1/15
BUILDING SECTION
2/15
6/19 STAIR NO. 10
4/6
5'
5'
5'
5'
5'
5'

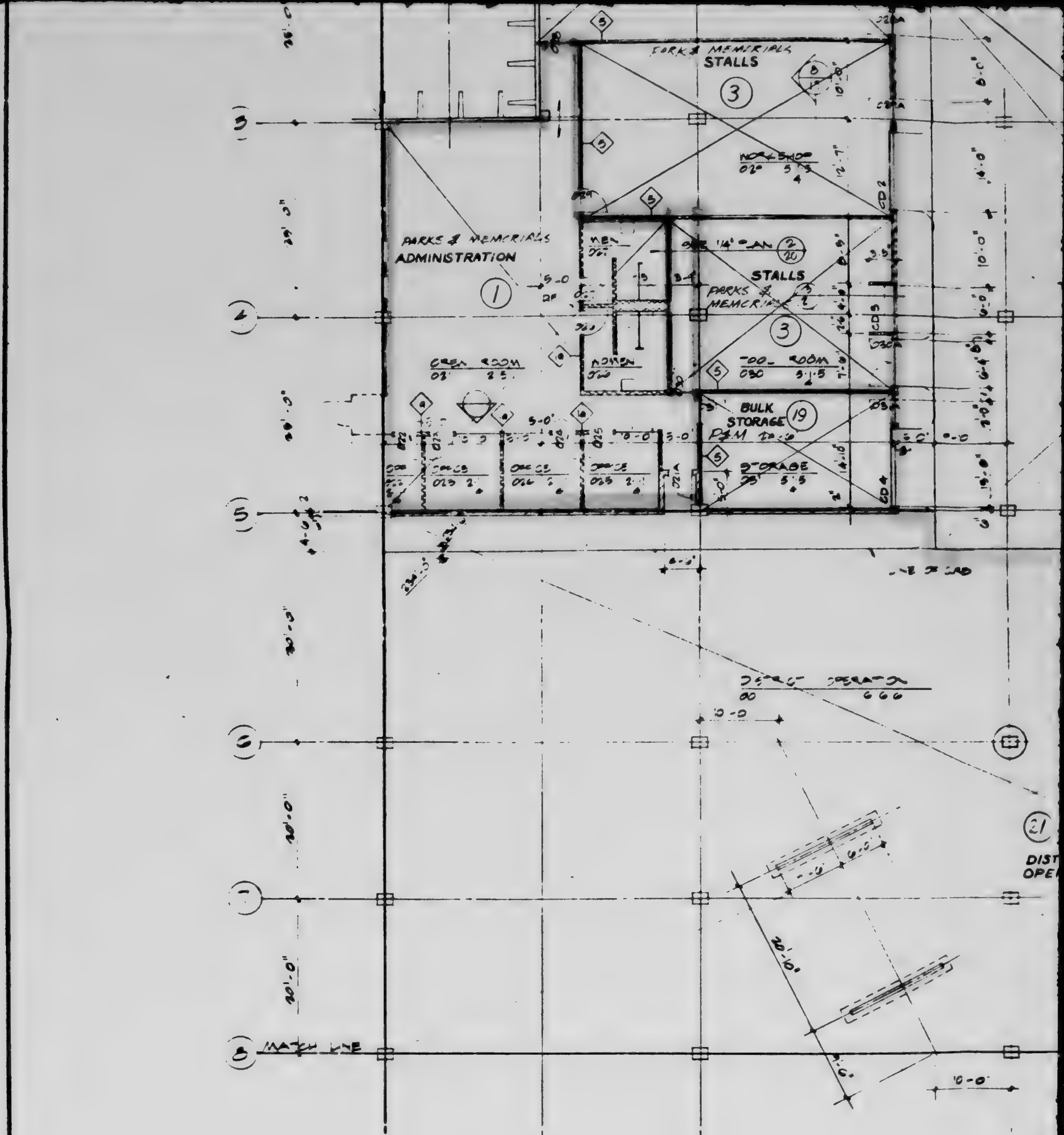
DATE

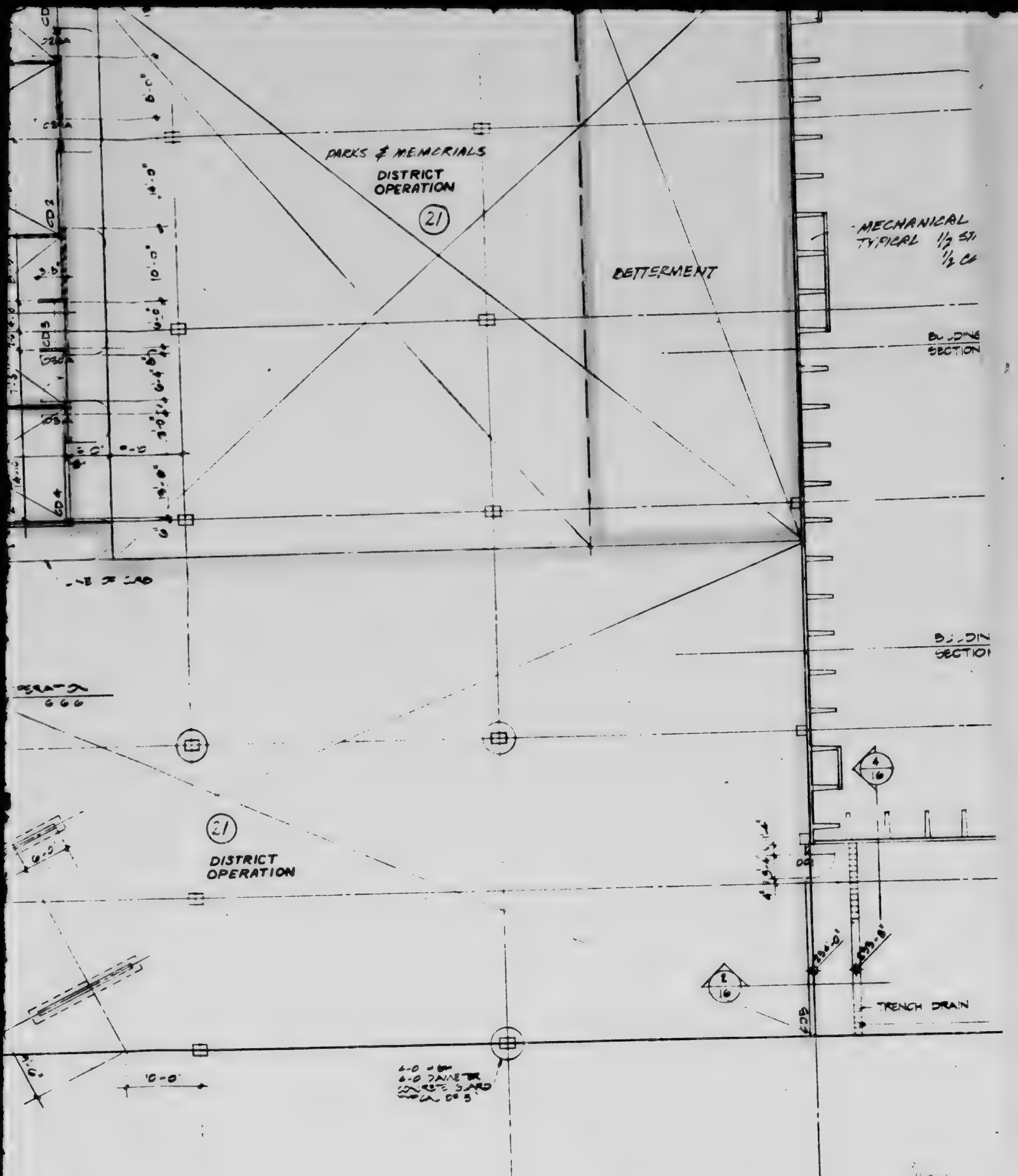
JOB NO #017-05

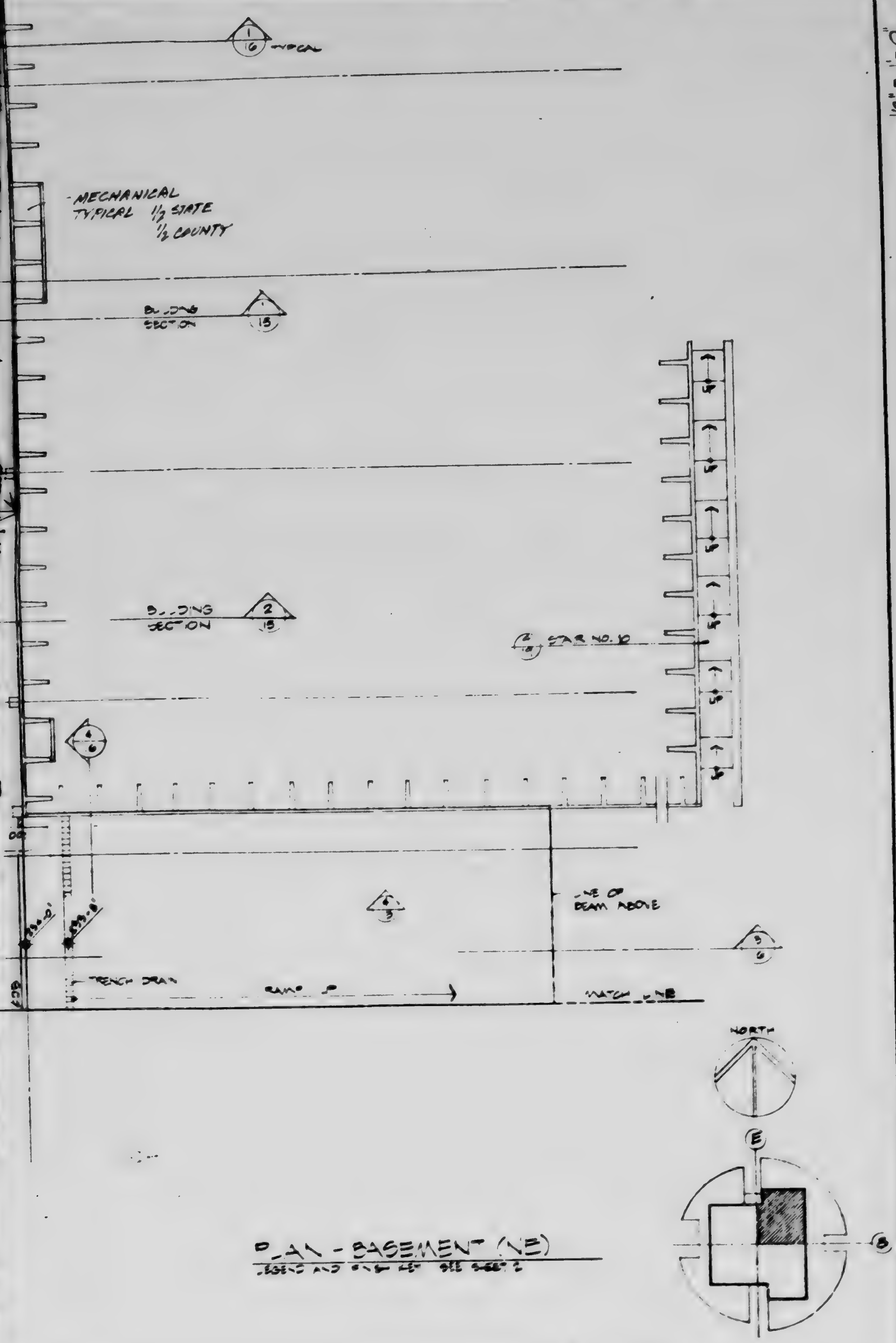
1/8" = 1'-0"

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

ounty
ERATIONS FACILITY
Oregon


PARKS & MEMORIALS
STALLS
3
WORKSHOP
020 5.5
PARKS & MEMORIALS
ADMINISTRATION
1
MEN
WOMEN
STALLS
PARKS & MEMORIALS
3
TOOL ROOM
030
CREW ROOM
03 2.5
BULK STORAGE
19
P&M
STORAGE
5.5
OFFICE
023
OFFICE
026
OFFICE
025
CD2
CD3
CD4
LINE OF SLAB
DISTRICT OPERATION
00 6.6.6
21
DIST
OPE
MATCH LINE
MATCH LINE
3
4
5
6
7
8
20'-0"
20'-0"
20'-0"
20'-0"
20'-0"
14'-0"
10'-0"
10'-0"
10'-0"
6'-0"
5'-0"
3'-0"


PARKS & MEMORIALS
DISTRICT OPERATION
21
BETTERMENT
MECHANICAL
TYPICAL
BUILDING SECTION
666
4
16
21
DISTRICT OPERATION
2
16
TRENCH DRAIN
10'-0"
6-0 DIAMETER
CONCRETE GUARD


1/16 TYPICAL
MECHANICAL
TYPICAL 1/2 STATE
1/2 COUNTY
BUILDING SECTION
1/15
BUILDING SECTION
2/15
2/11 STAIR NO. 10
6/6
6/3
LINE OF BEAM ABOVE
5/6
TRENCH DRAIN
RAMP UP
MATCH LINE
NORTH
E
B

PLAN - BASEMENT (NE)

LEGEND AND FINISH LIST SEE SHEET 2

ZGF - 6-6-80

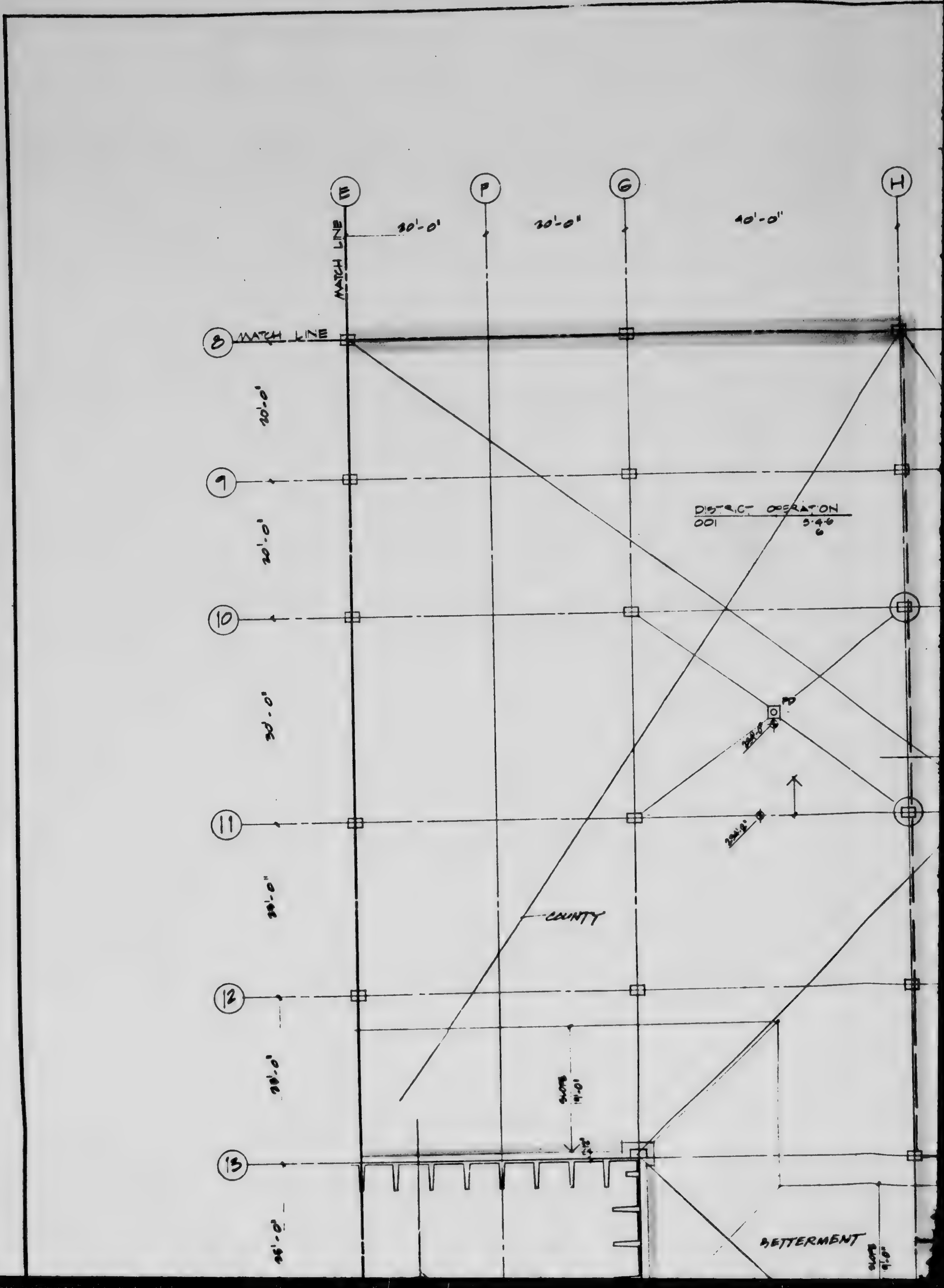
1/8" = 1'-0"

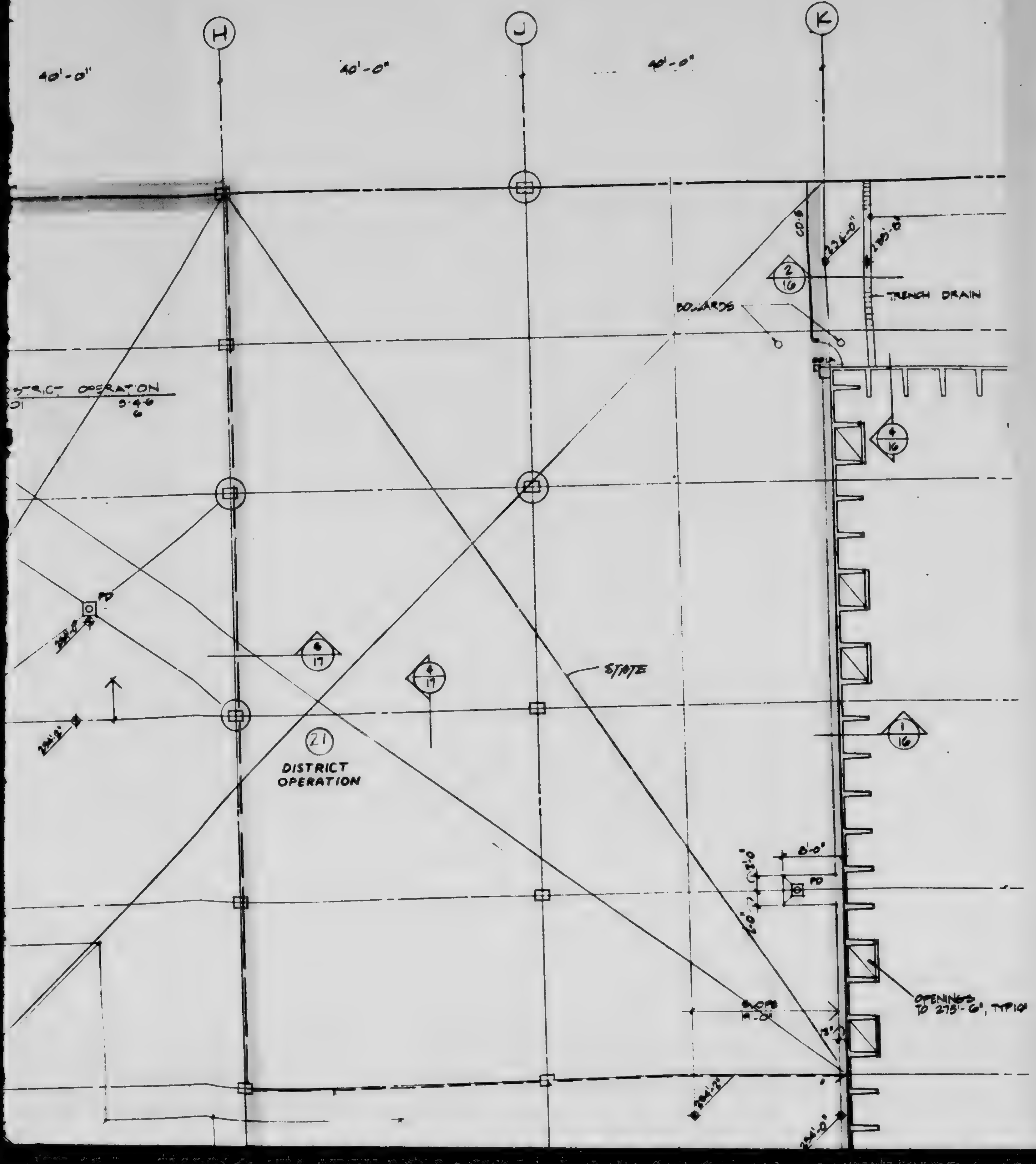
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 1115 S.W. OAK PORTLAND, OREGON 97205

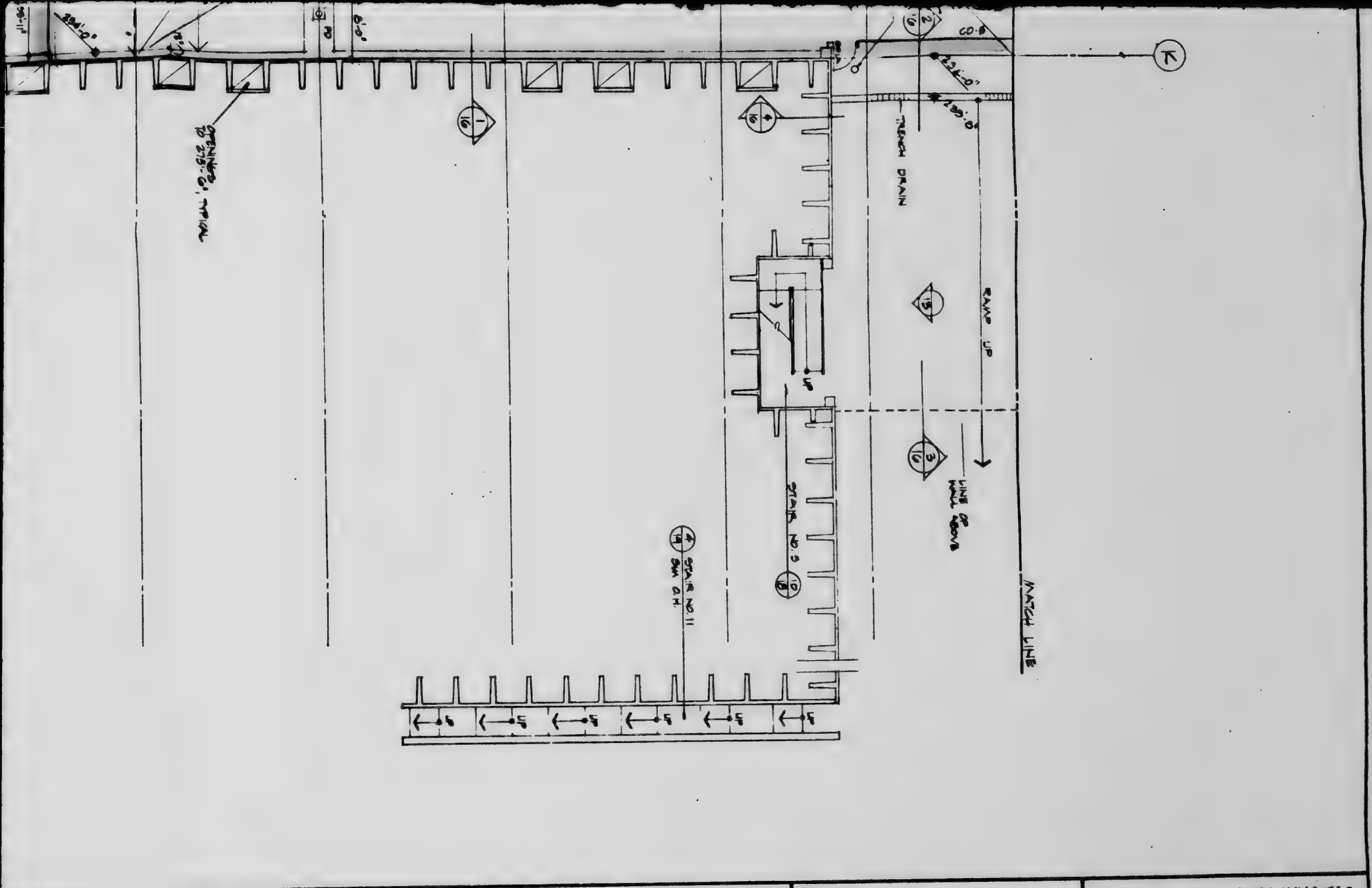
PLAN BASEMENT (NE)

Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

33


E
F
G
H
MATCH LINE
30'-0"
30'-0"
40'-0"
8
MATCH LINE
9
10
11
12
13
20'-0"
20'-0"
30'-0"
30'-0"
20'-0"
25'-0"
DISTRICT OPERATION
001
5-4-6
6
PD
COUNTY
14'-0"
BETTERMENT
9'-0"


H
J
K
40'-0"
40'-0"
40'-0"
DISTRICT OPERATION
5-4-6
6
BOLLARDS
TRENCH DRAIN
2
16
4
16
1
16
6
17
4
17
PD
STATE
21
DISTRICT
OPERATION
8'-0"
PD
SLOPE
OPENINGS
TO 275'-6", TYPICAL


K
MATCH LINE
RAMP UP
LINE OF WALL ABOVE
TRENCH DRAIN
CO-6
234'-0"
235'-0"
2
16
13
3
16
4
16
UP
STAIR NO. 5
10
18
4
19
STAIR NO. 11
SIM. O.H.
1
16
OPENINGS TO 273'-6", TYPICAL
8'-0"
PD
13"
234'-0"
UP

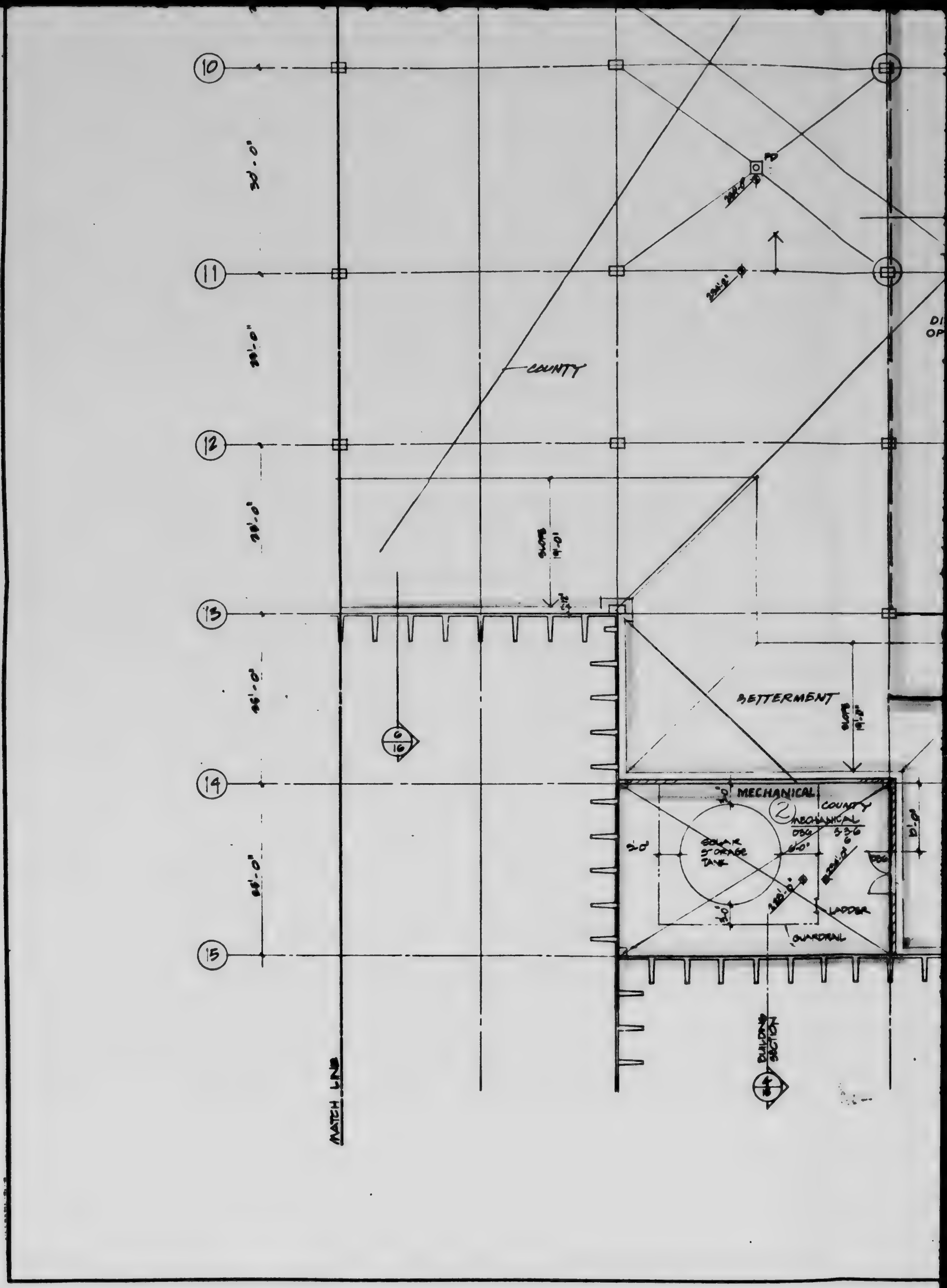
1/8" = 1'-0"

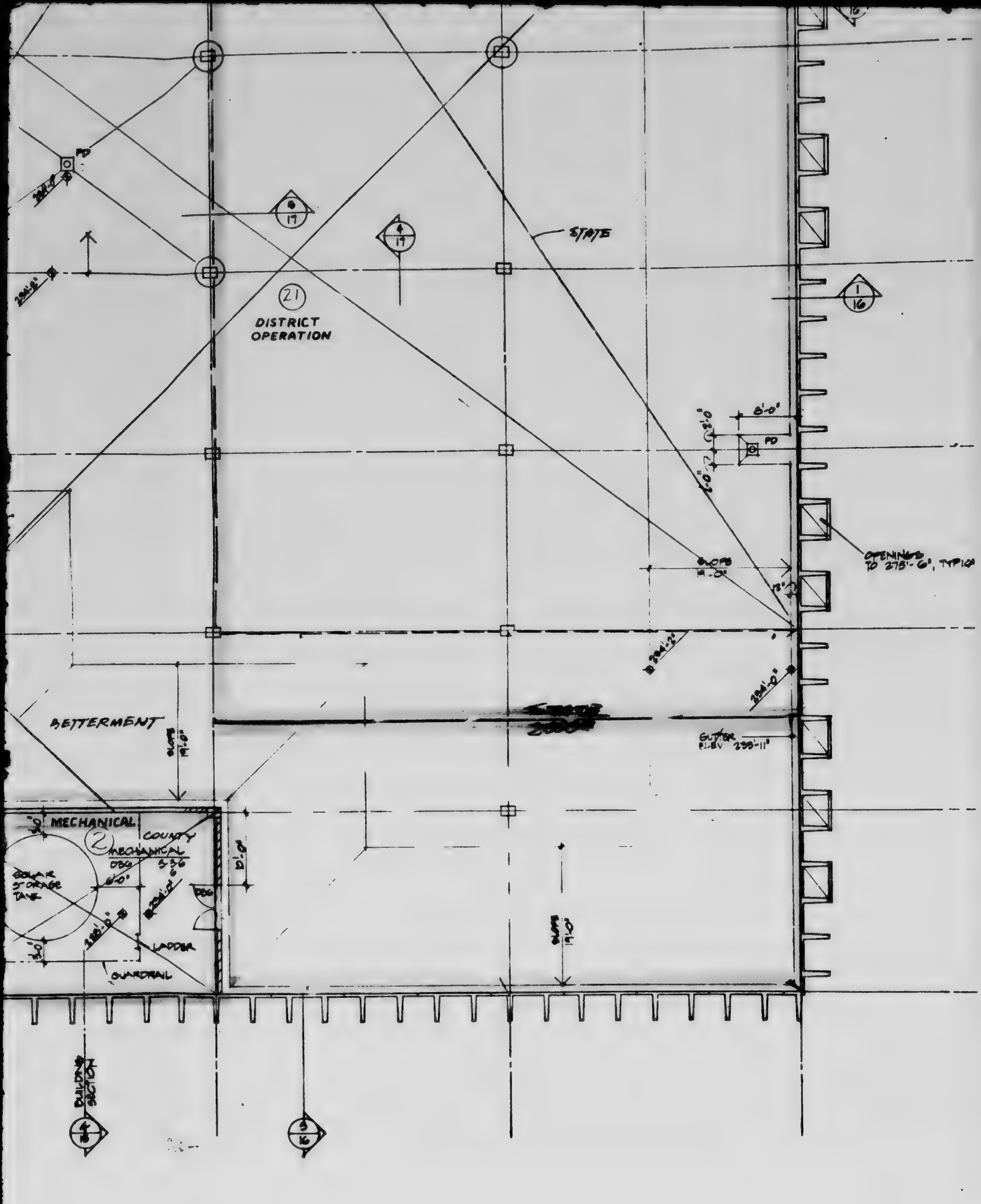
JOB NO 4017-05

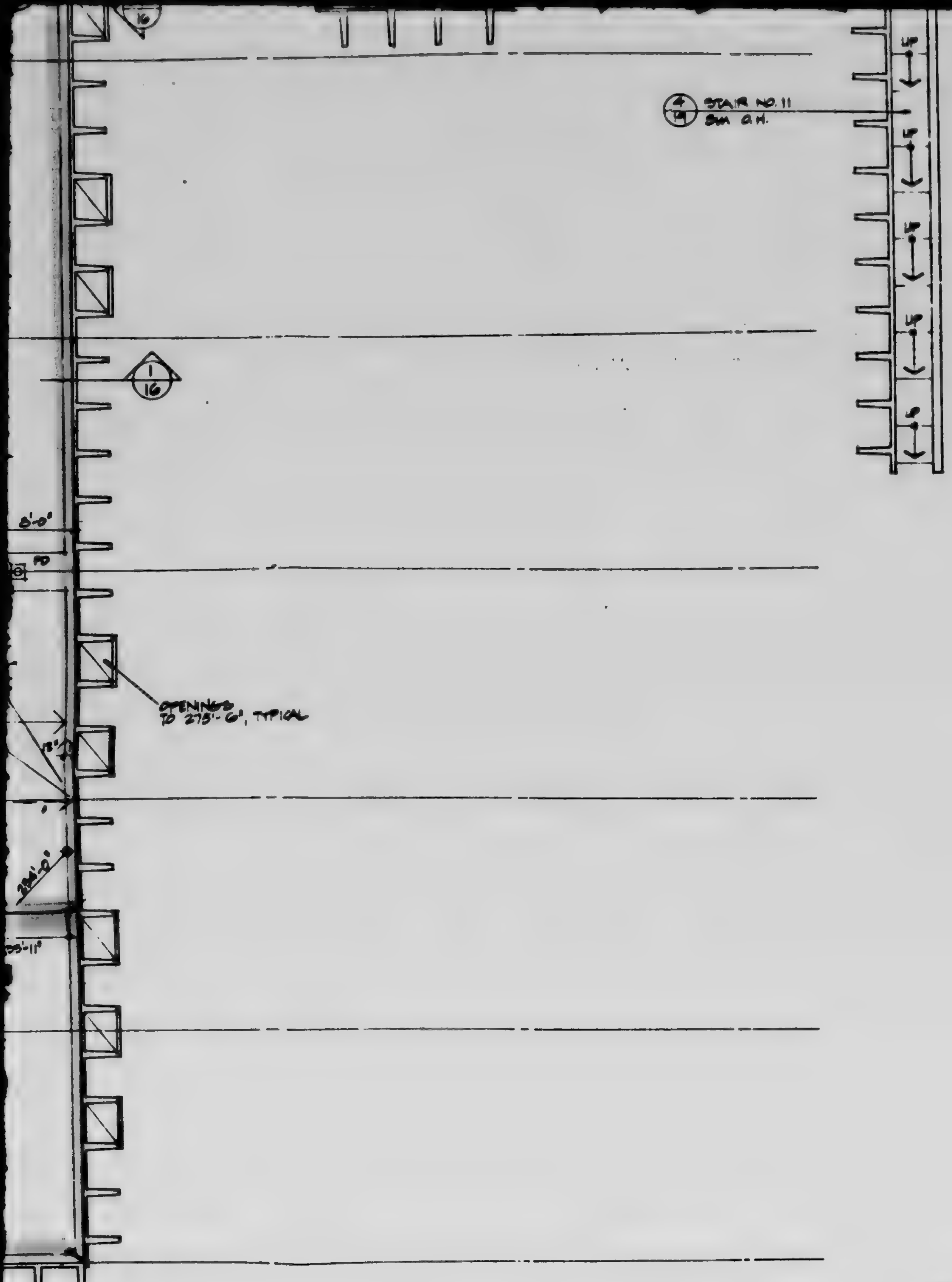
DATE APRIL 29, 1980 △REV. MAY 8, 1980

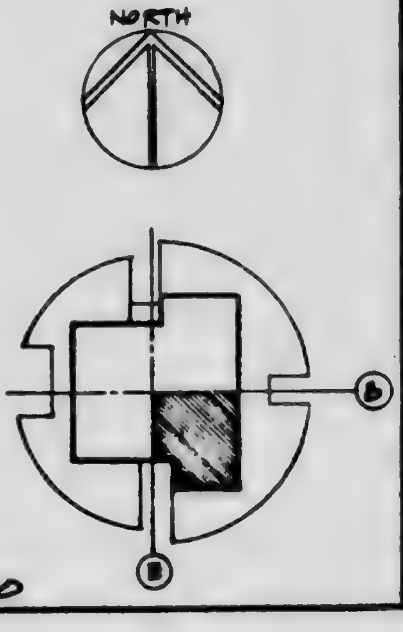
ounty
RATIONS FACILITY
Oregon

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 S.W. OAK PORTLAND, OREGON 97204


10
11
12
13
14
15
30'-0"
30'-0"
30'-0"
25'-0"
25'-0"
FD
COUNTY
SLOPE
BETTERMENT
MECHANICAL
2
COUNTY MECHANICAL
SOLAR STORAGE TANK
LADDER
GUARDRAIL
6
16
BUILDING SECTION
MATCH LINE
DI
OP


PD
6
19
4
19
STATE
21
DISTRICT OPERATION
1
16
8'-0"
PD
2'-0"
SLOPE
1'-0"
OPENINGS TO 275'-6", TYPICAL
284'-0"
BETTERMENT
SLOPE
GUTTER ELEV 283'-11"
MECHANICAL
2
COUNTY MECHANICAL
SOLAR STORAGE TANK
LADDER
GUARDRAIL
BUILDING SECTION
3
16


16
STAIR NO. 11
SIM. O.H.
4
14
1
16
8'-0"
PD
OPENINGS
TO 275'-6", TYPICAL
18"
284'-0"
55'-11"



PLAN - BASEMENT (SE)
LEGEND AND FINISH KEY, SEE SHEET 2

ZGF 6-6-80

PLAN BASEMENT (SE)

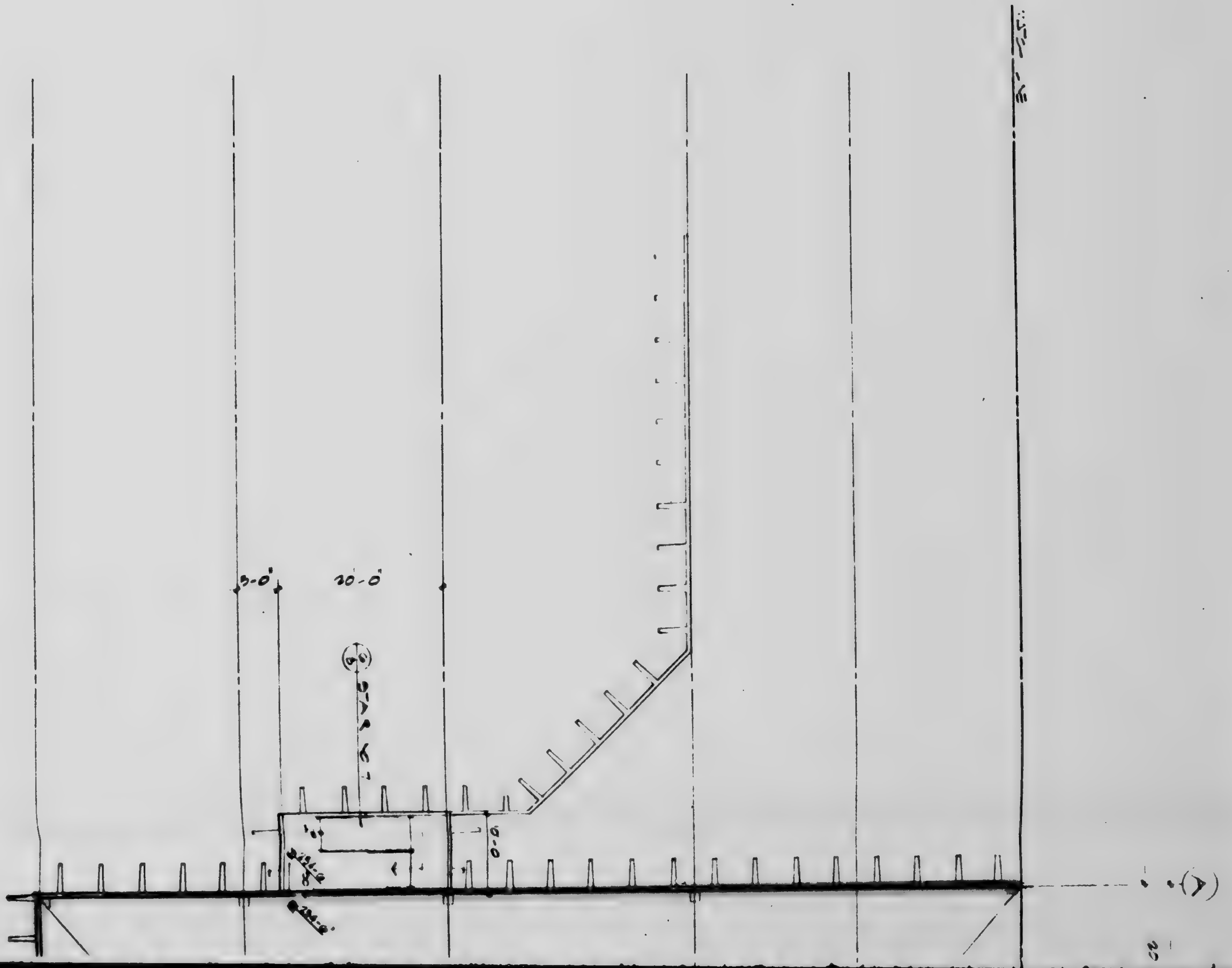
1/8" = 1'-0"

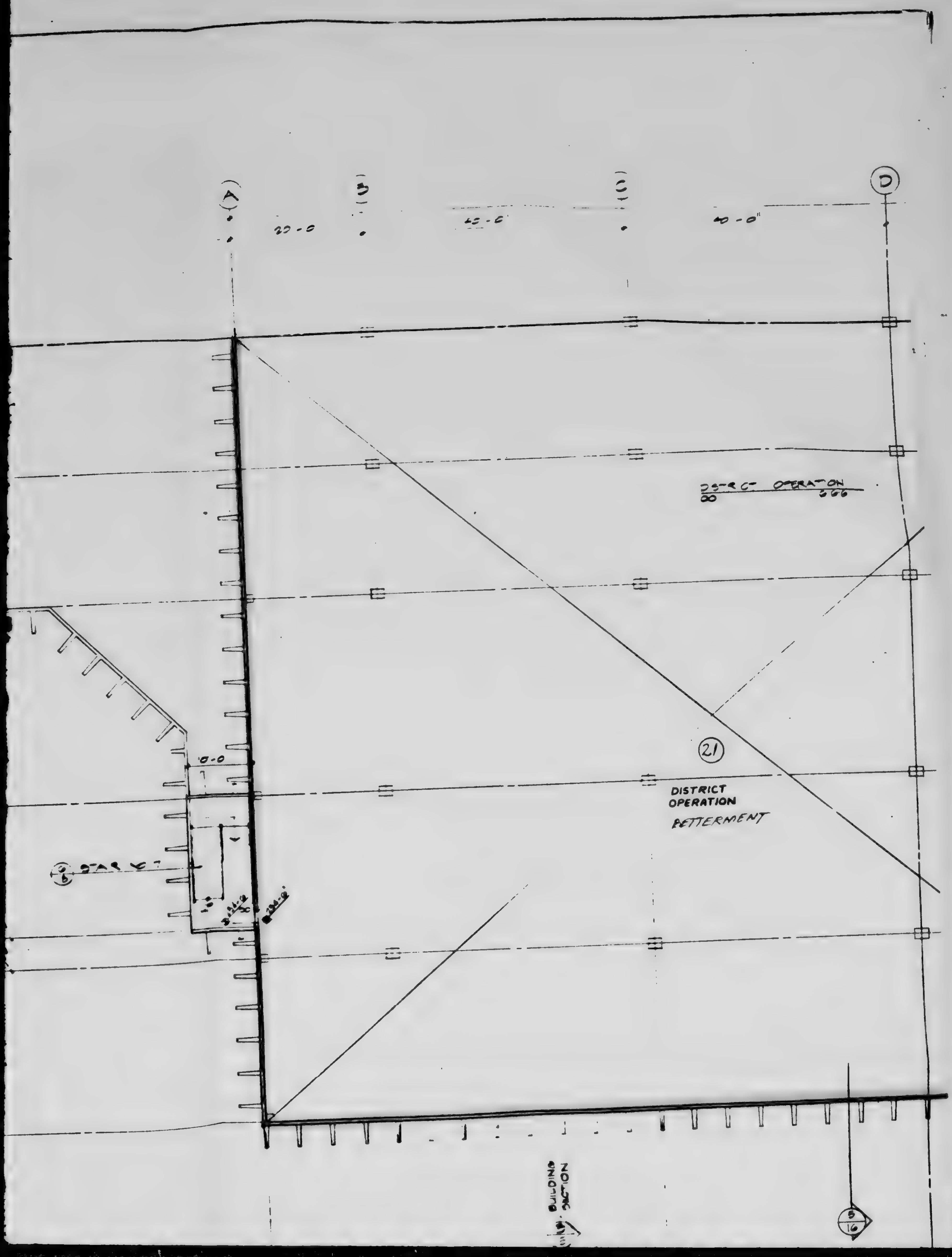
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 321 SW OAK PORTLAND, OREGON 97204

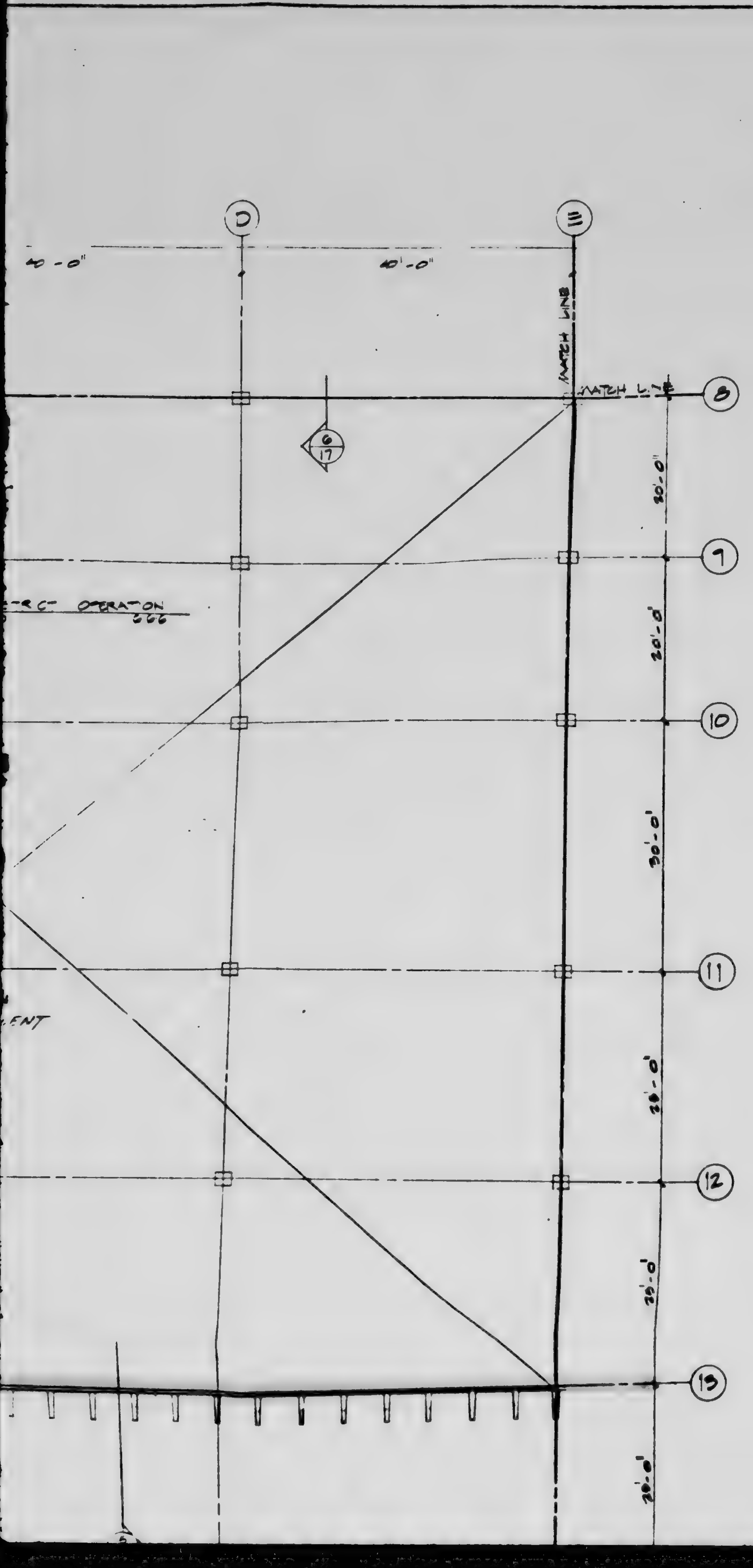
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

REGISTERED ARCHITECT · STATE OF OREGON

4
of 33 sheets


5'-0"
20'-0"
STAIR No 7
10'-0"
A
20


A
B
C
D
20-0
40-0
40-0"
DISTRICT OPERATION
00
666
21
DISTRICT
OPERATION
BETTERMENT
STAIR NO 7
0-0
BUILDING SECTION
5
16


D
E
40'-0"
40'-0"
MATCH LINE
MATCH LINE
8
6
17
30'-0"
9
-RCT OPERATION
666
20'-0"
10
30'-0"
11
.ENT
20'-0"
12
20'-0"
13
20'-0"

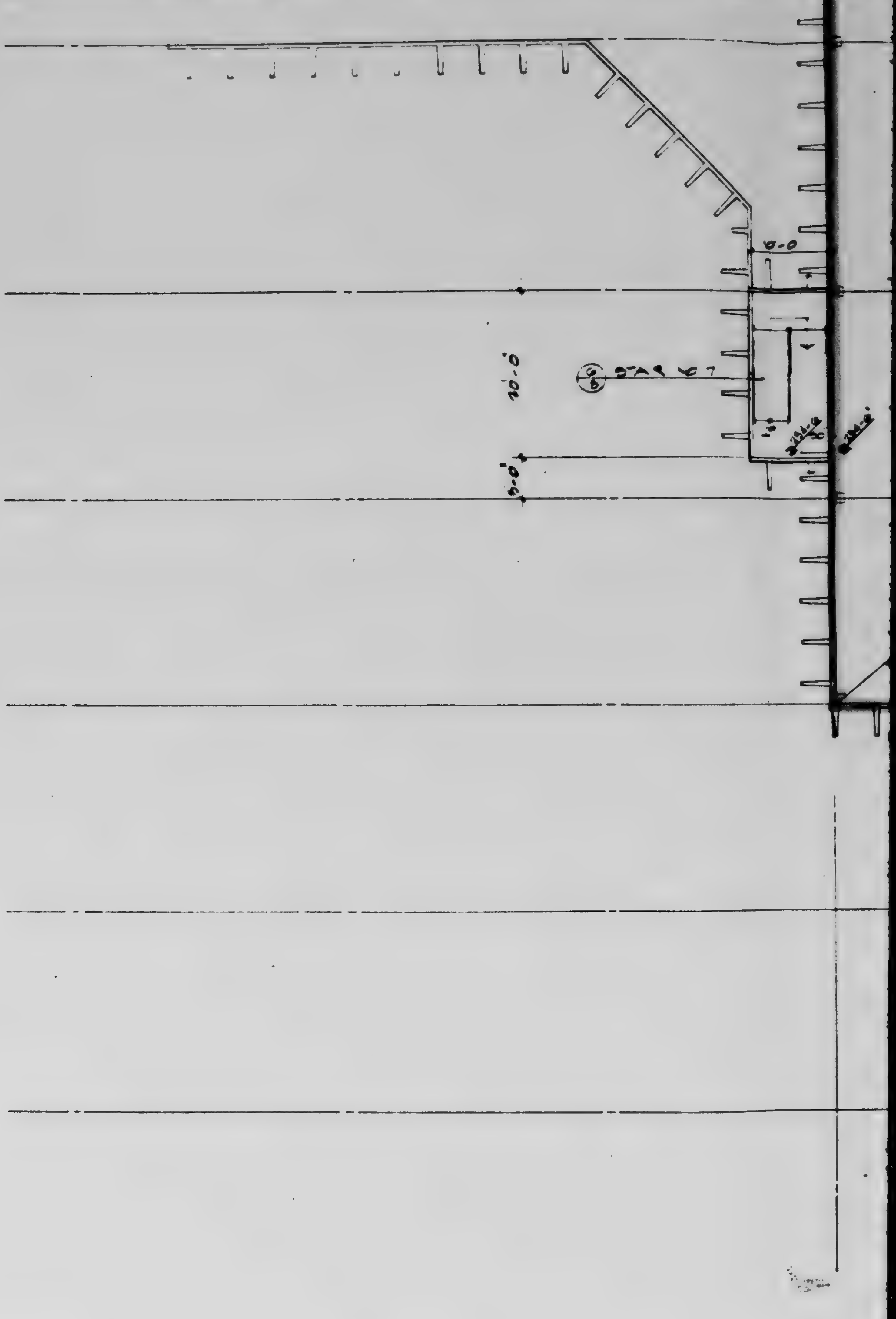
County
ERATIONS FACILITY
Oregon

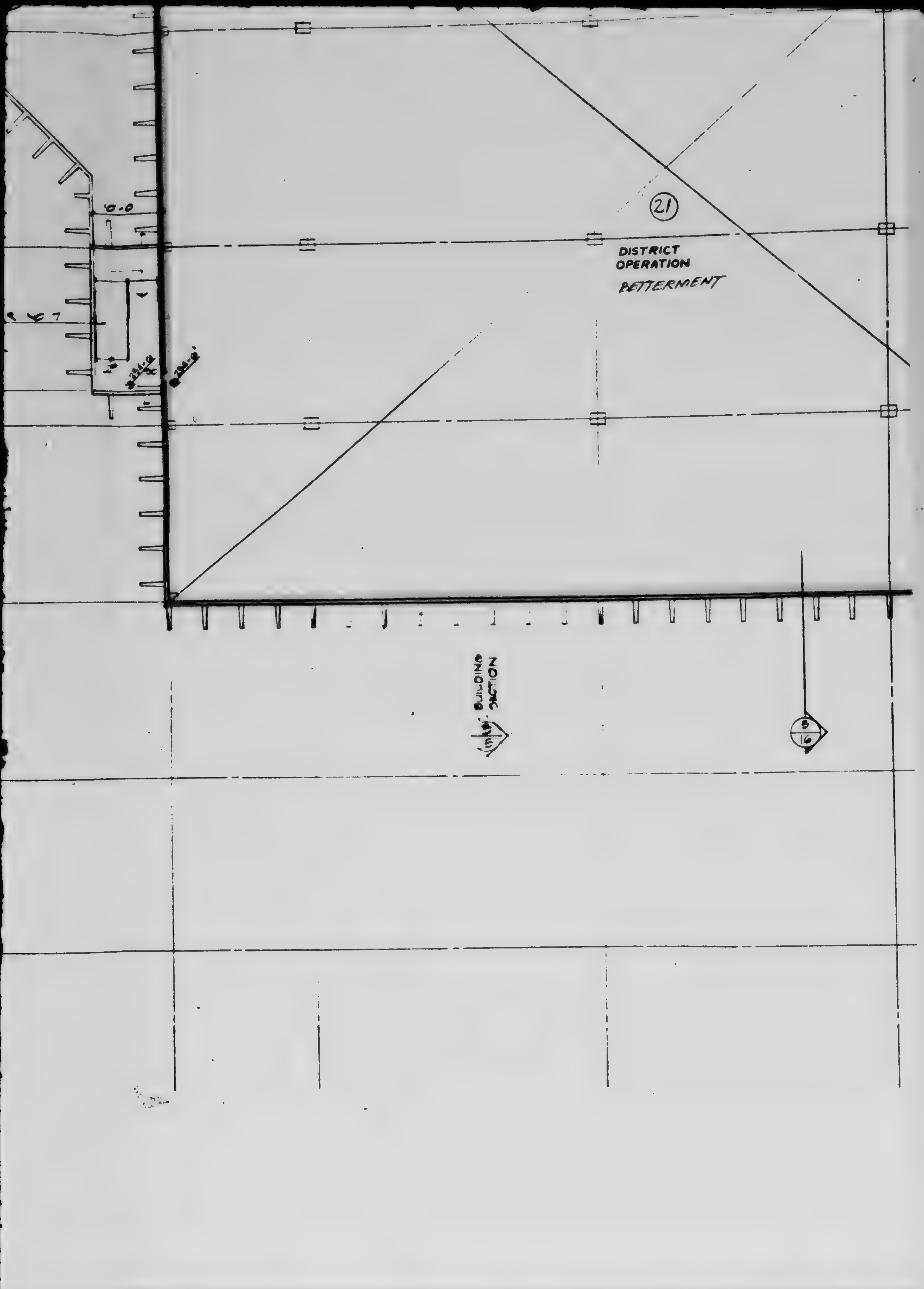
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

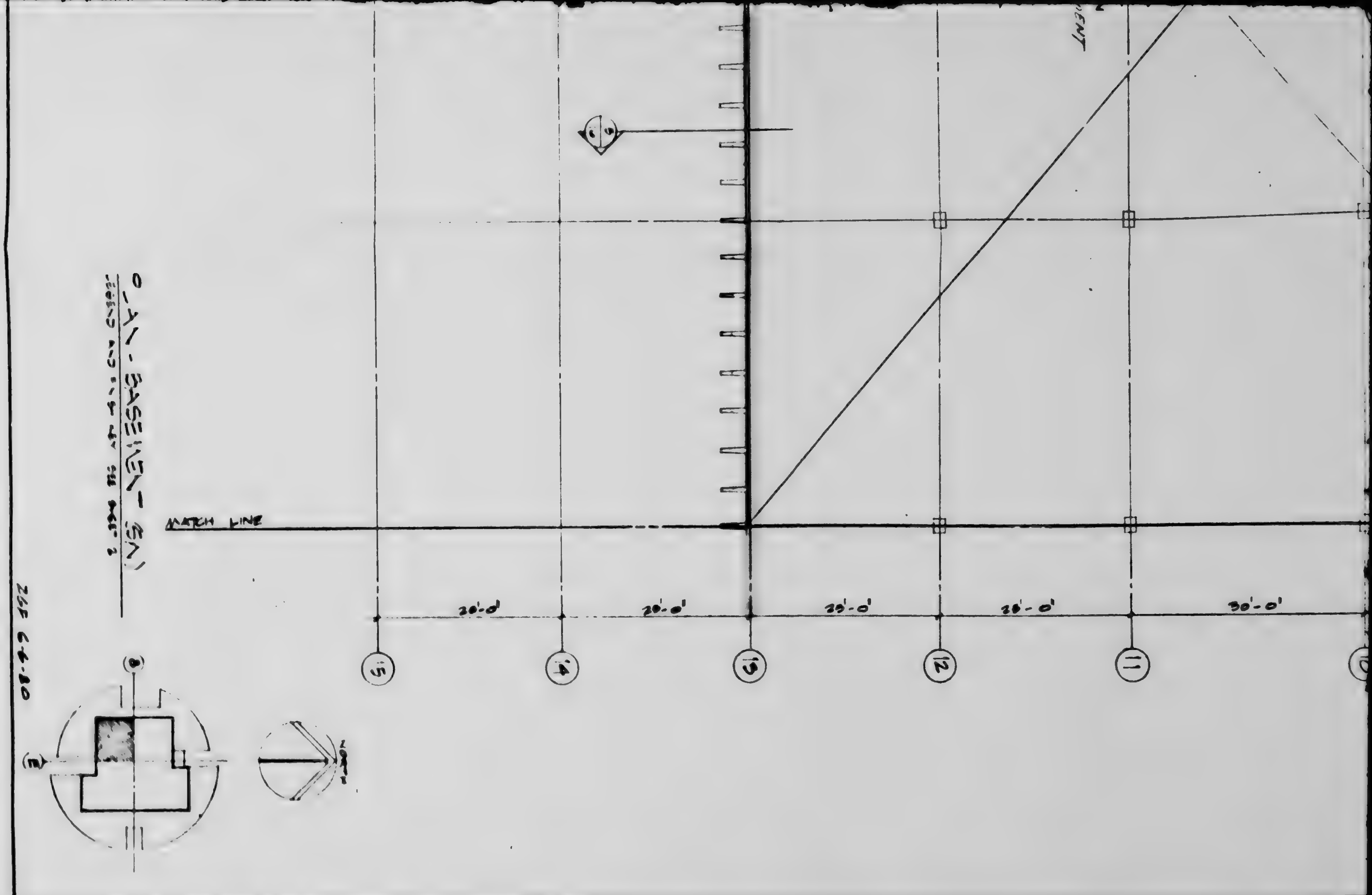
1/8" = 1'-0"

JOB NO 9017-05

DATE


6-0
20-0
5-0


0-0
21
DISTRICT
OPERATION
BETTERMENT
BUILDING
SECTION
5
16

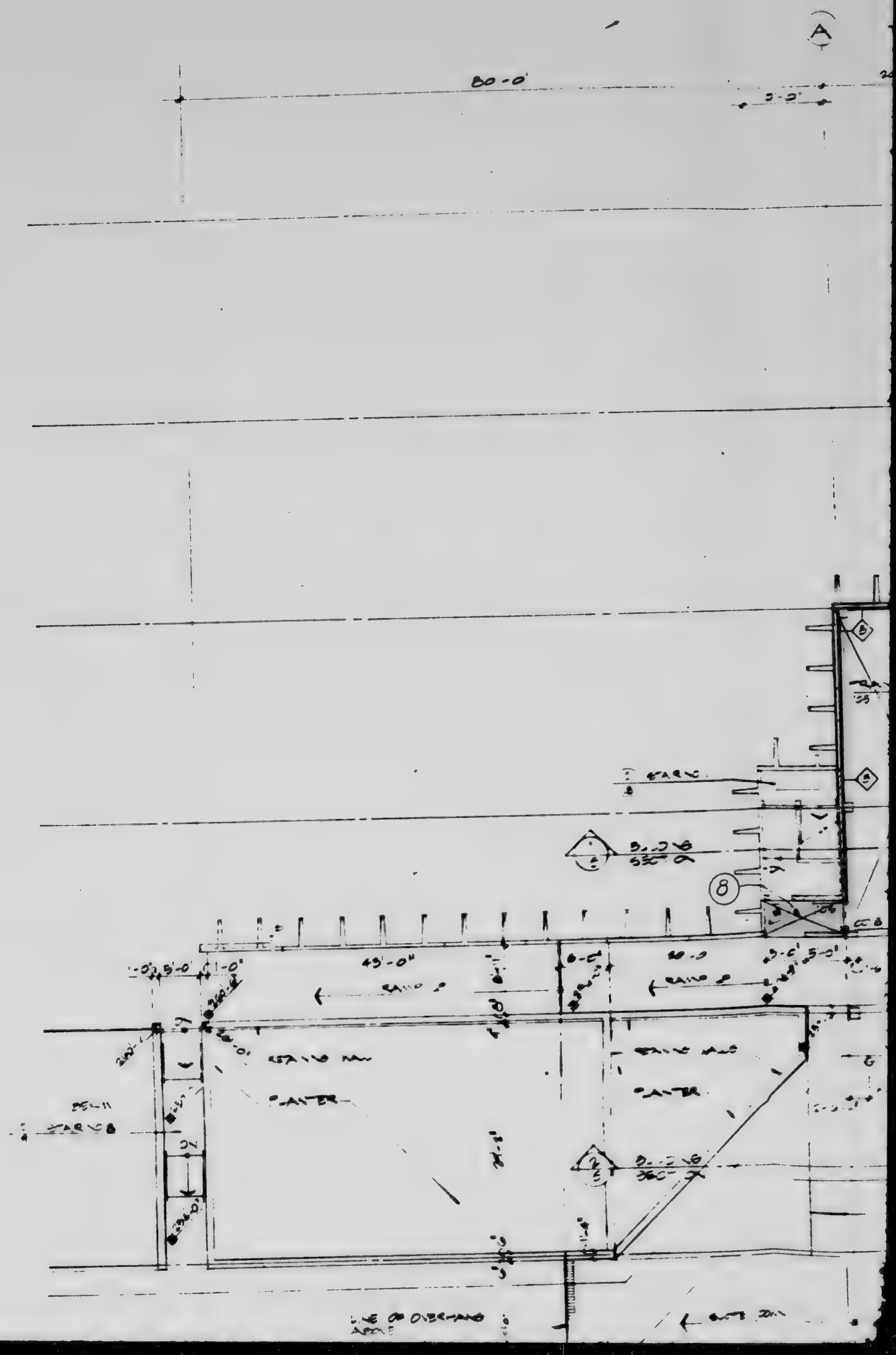

MATCH LINE
15
14
13
12
11
20'-0"
20'-0"
25'-0"
25'-0"
30'-0"
PLAN - BASEMENT (SW)
ZGF 6-6-80
NORTH
B
E

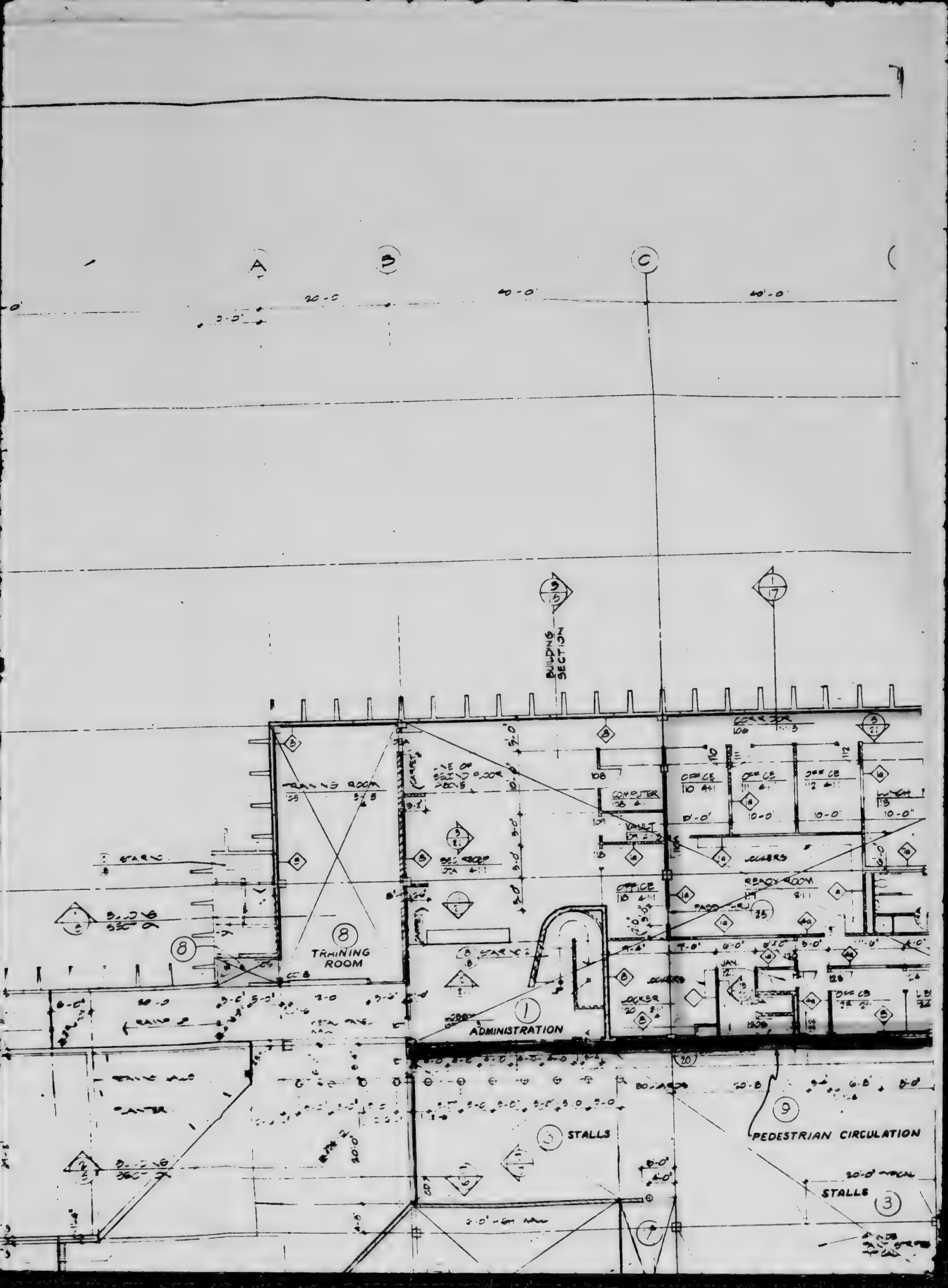
PLAN, BASEMENT (SW) 1/8" = 1'-0"

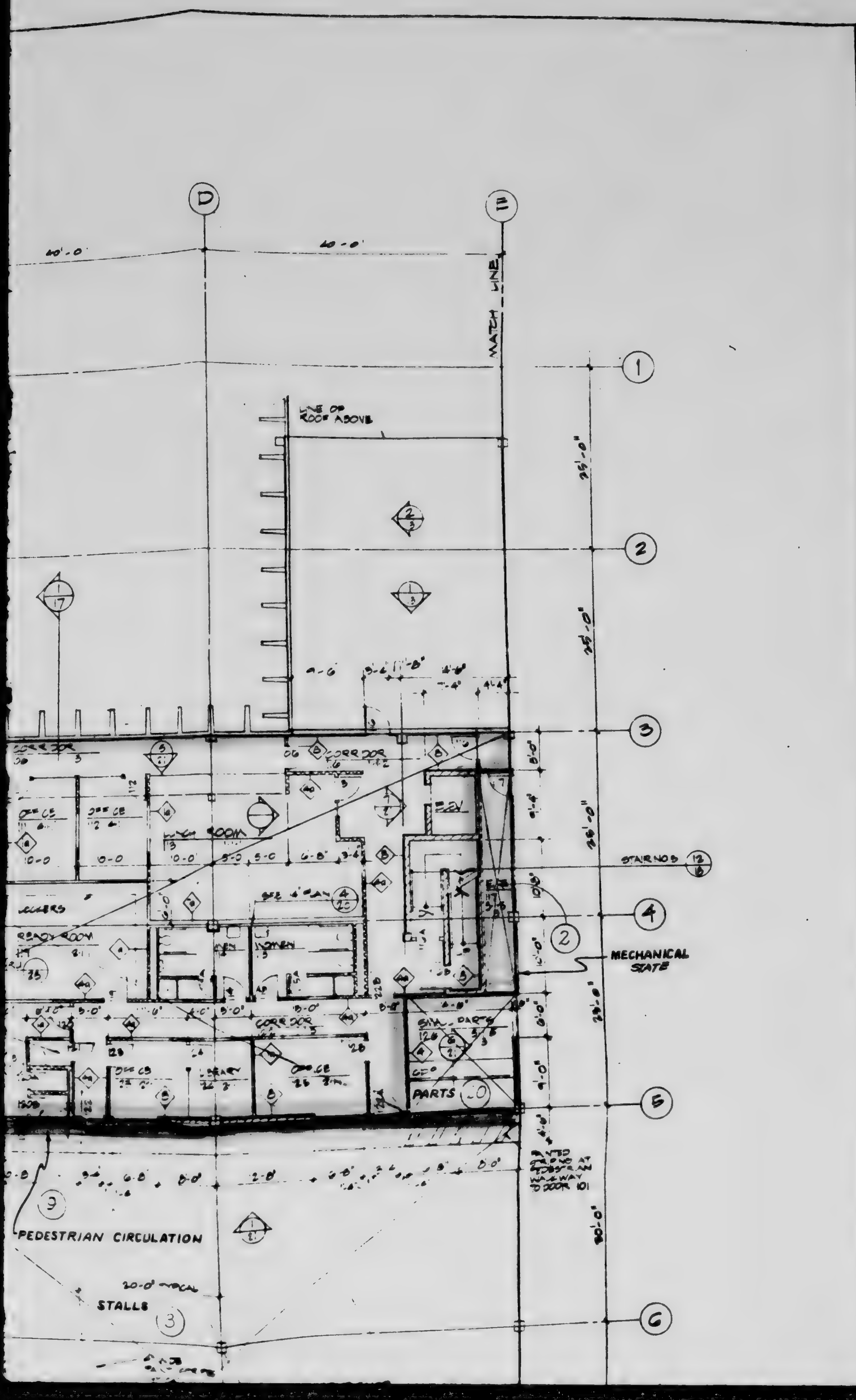
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 121 S.W. OAK PORTLAND, OREGON 97204

5


A
80-0'
3-0'
STAIRS
8
45'-0"
RAMP
5'-0"
1'-0"
RETAINING WALL
PLANTER
STAIRS
LINE OF OVERHANG ABOVE


A
B
C
20-0
40-0
40'-0
BUILDING SECTION
CORRIDOR
106
OFFICE
110
OFFICE
111
OFFICE
112
LUNCH
113
COMPUTER
108
VAULT
LOCKERS
READY ROOM
OFFICE
116
PASS-THRU
TRAINING ROOM
105
8
TRAINING ROOM
STAIR NO 2
1
ADMINISTRATION
JAN.
LOCKERS
LOCKER
120
OFFICE
20
BOLLARDS
20-0
9
PEDESTRIAN CIRCULATION
3
STALLS
20'-0" TYPICAL
STALLS
3
7
8
BUILDING SECTION
PLANTER
10'-0"
20-0
3'-0"


D
E
MATCH LINE
40'-0
40-0
1
2
3
4
5
6
LINE OF ROOF ABOVE
25'-0"
25'-0"
25'-0"
25'-0"
30'-0"
CORRIDOR
OFFICE
LUNCH ROOM
LOCKERS
READY ROOM
MEN
WOMEN
ELEV
STAIR NO 5
MECHANICAL SHAFT
CORRIDOR
OFFICE
LIBRARY
OFFICE
SMALL PARTS
PARTS
PAINTED STRIPING AT PEDESTRIAN WALKWAY TO DOOR 101
PEDESTRIAN CIRCULATION
20-0' TYPICAL
STALLS
9
3

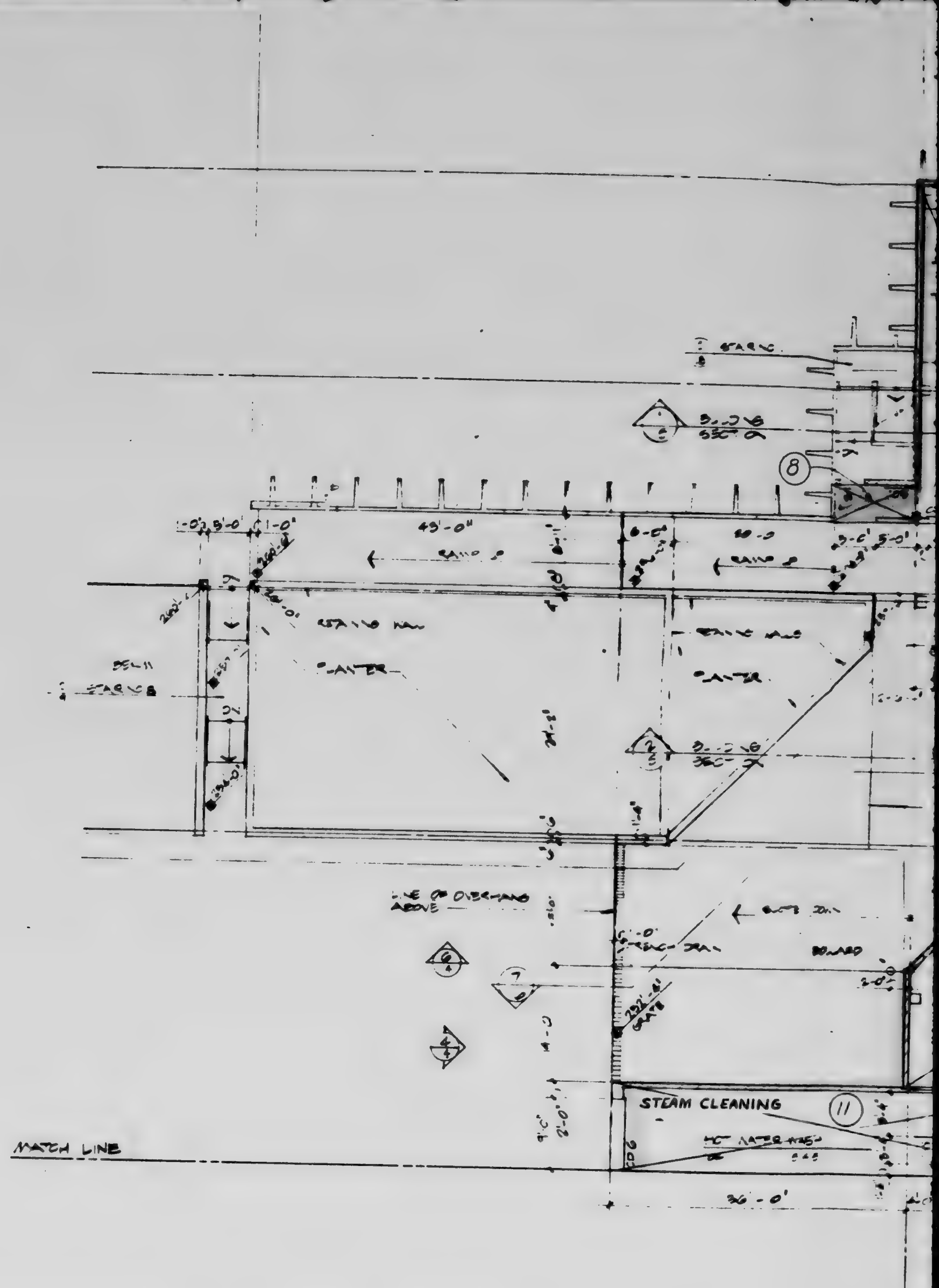
DATE

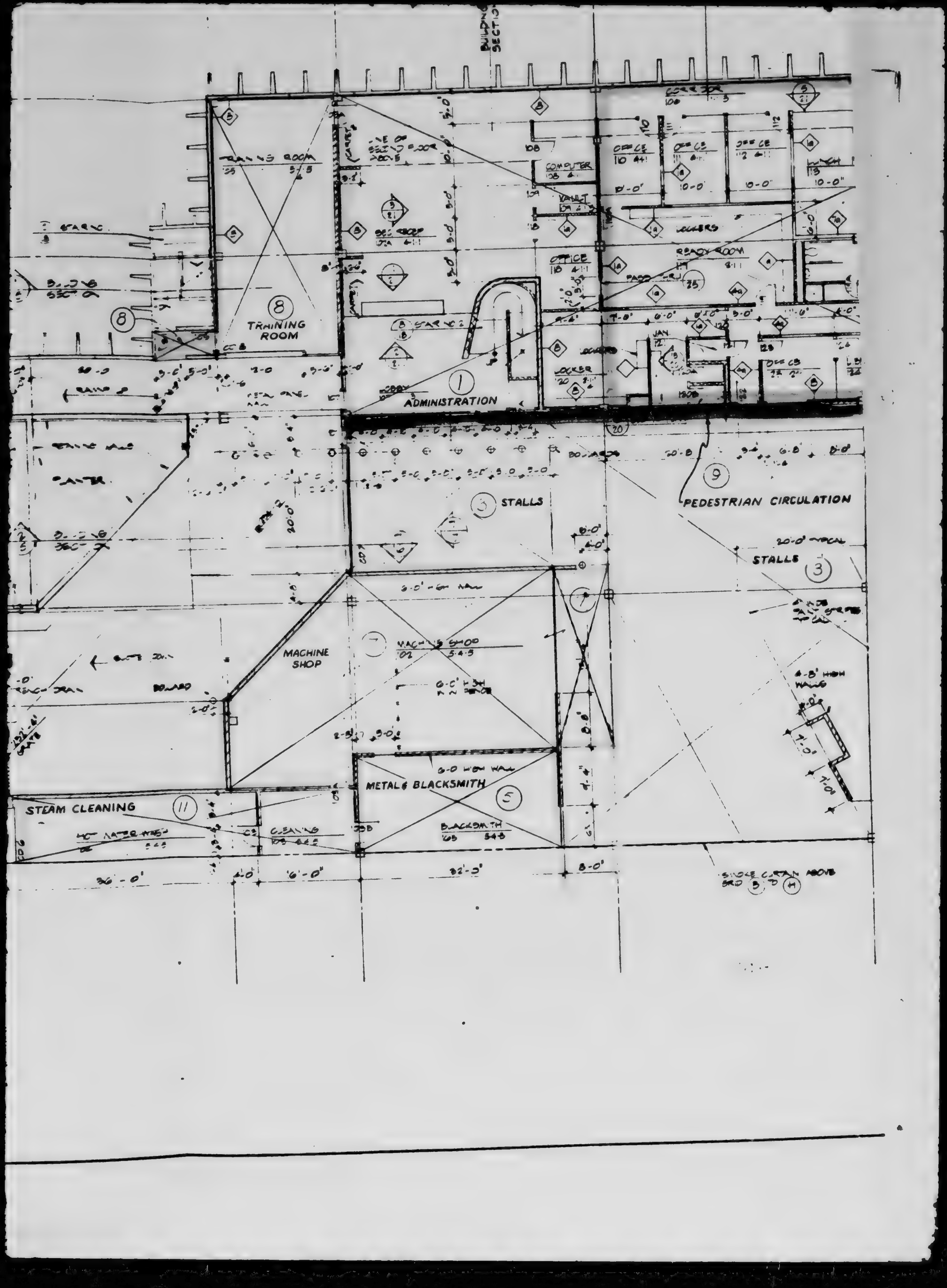
JOB NO 9017-05

1/8" = 1'-0"

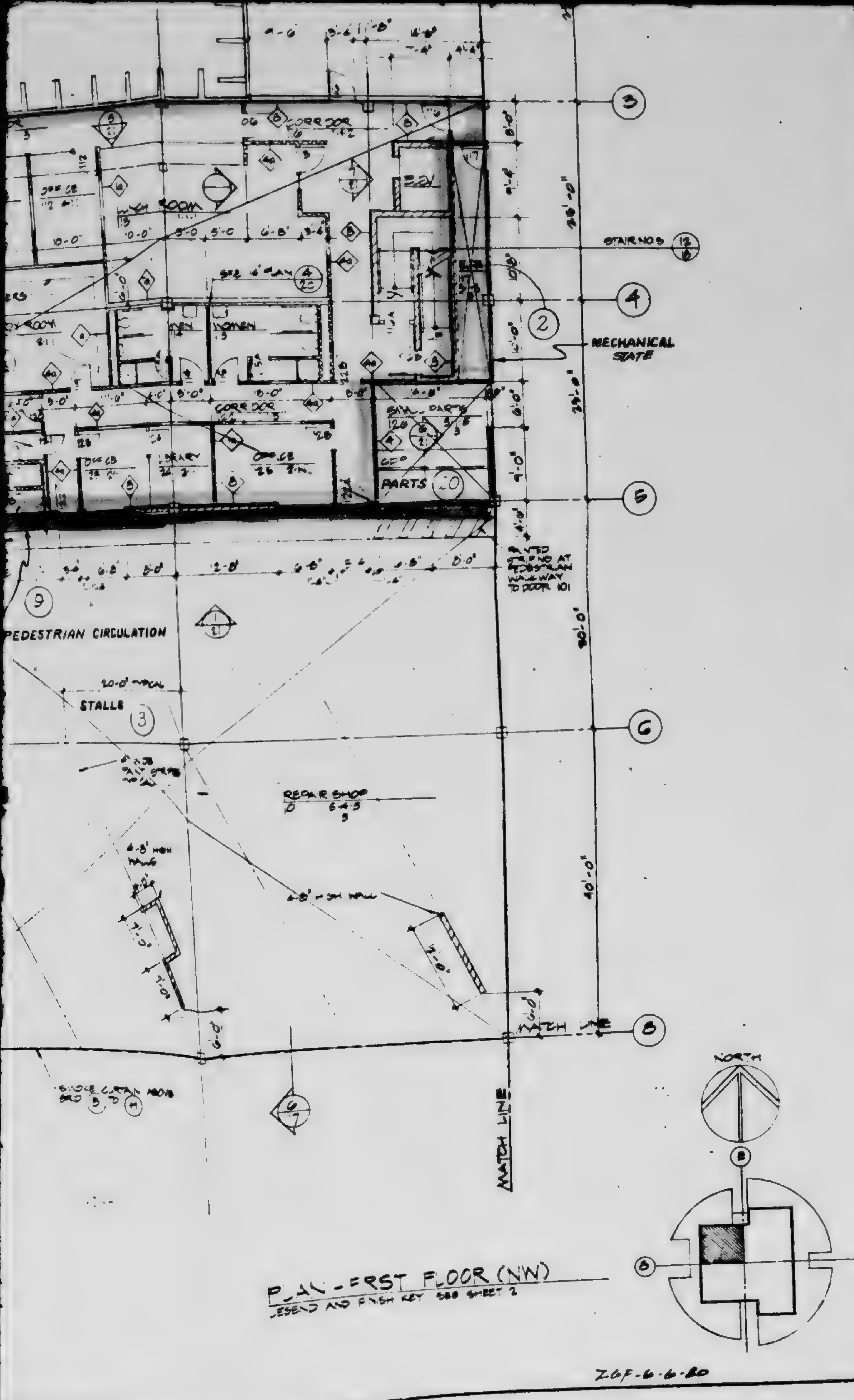
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

County
ERATIONS FACILITY
y, Oregon


8
45'-0"
5'-0"
1'-0"
6'-0"
5'-0"
PLANTER
PLANTER
LINE OF OVERHANG ABOVE
6
4
7
4
4
TRENCH DRAIN
STEAM CLEANING
11
HOT WATER WASH
MATCH LINE
36'-0'



TRAINING ROOM
8
ADMINISTRATION
1
COMPUTER
VAULT
OFFICE
LOCKERS
READY ROOM
LOCKER
JAN
CORRIDOR
STALLS
3
PEDESTRIAN CIRCULATION
9
20'-0" TYPICAL
MACHINE SHOP
7
MACHINE SHOP 102
METAL & BLACKSMITH
5
BLACKSMITH
STEAM CLEANING
11
CLEANING
HOT WATER WASH
4-8" HIGH WALLS
36'-0"
6'-0"
32'-0"
8-0"
SINGLE CURTAIN ABOVE


CORRIDOR
LUNCH ROOM
OFFICE
MEN
WOMEN
STAIR NO. 3
MECHANICAL STATE
SMALL PARTS
PARTS
LIBRARY
CORRIDOR
PAINTED STRIPING AT PEDESTRIAN WALKWAY TO DOOR 101
PEDESTRIAN CIRCULATION
20'-0" TYPICAL
STALLS
REPAIR SHOP
6-8' HIGH WALL
6-8' HIGH WALL
MATCH LINE
MATCH LINE
SMOKE CURTAIN ABOVE
NORTH
3
4
5
6
8
28'-0"
28'-0"
30'-0"
40'-0"

PLAN - FIRST FLOOR (NW)
LEGEND AND FINISH KEY SEE SHEET 2

ZGF-6-6-80

1/8' = 1'-0"

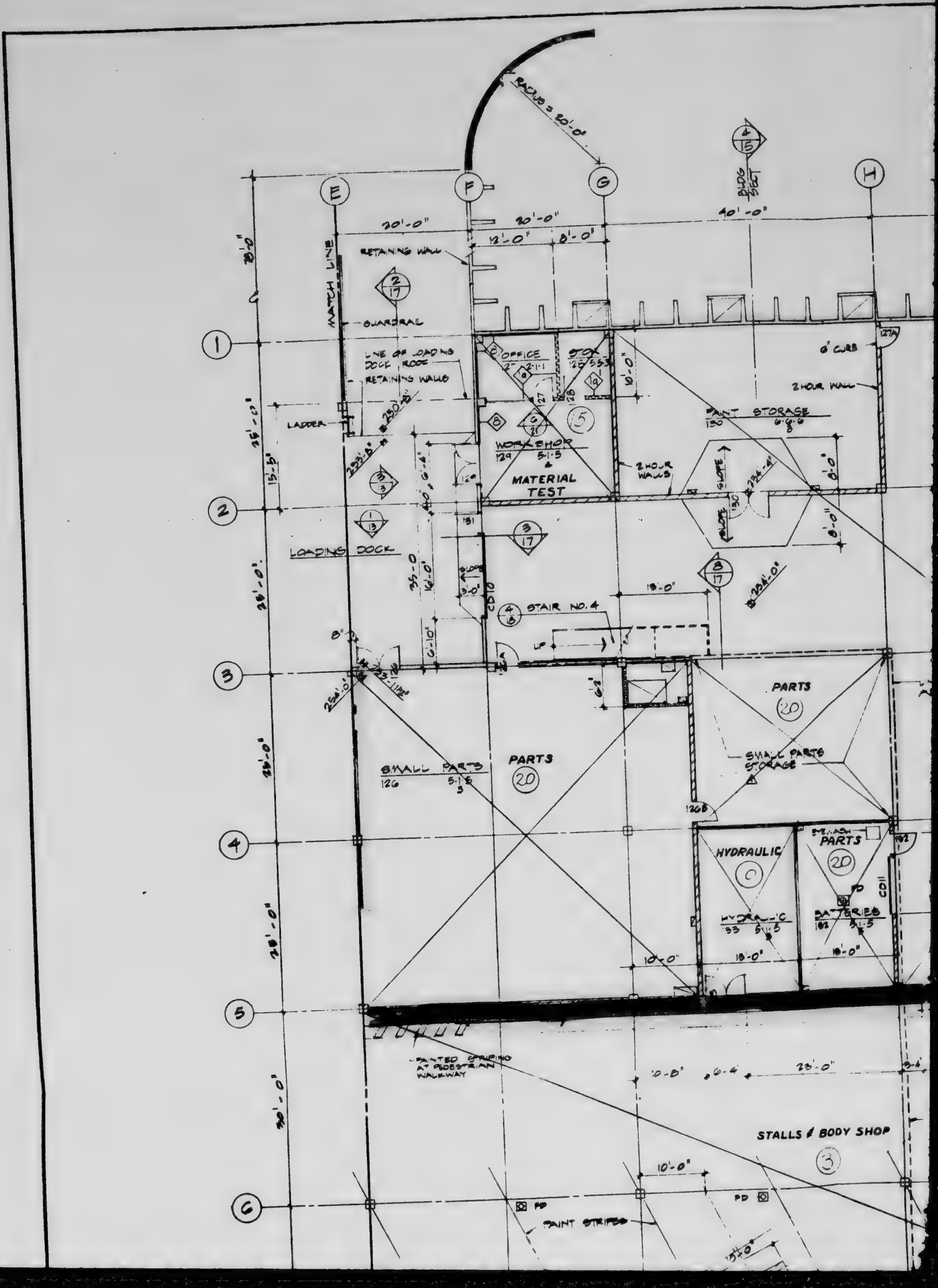
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 333 S.W. OAK PORTLAND, OREGON 97204

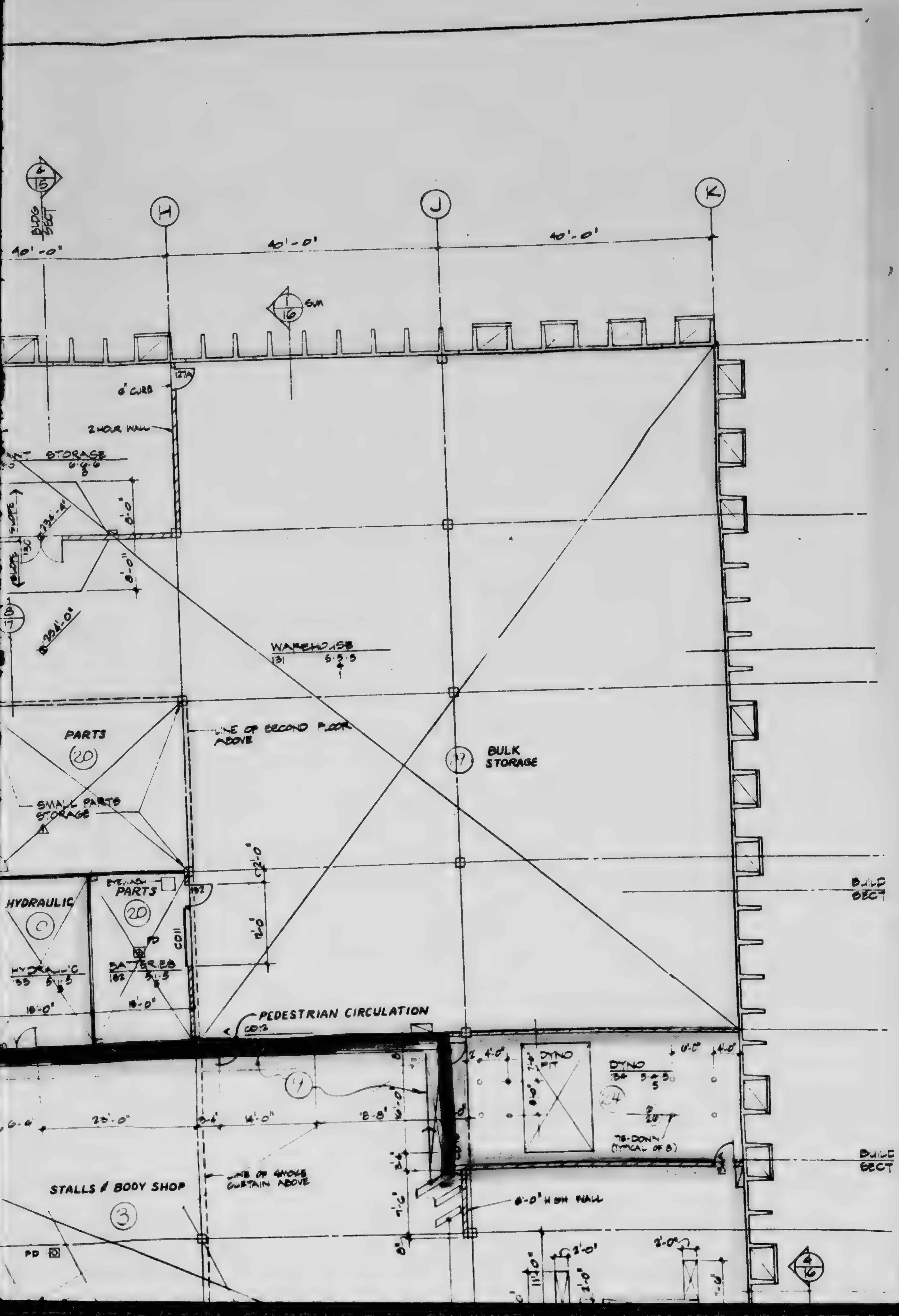
PLAN FIRST FLOOR (NW)

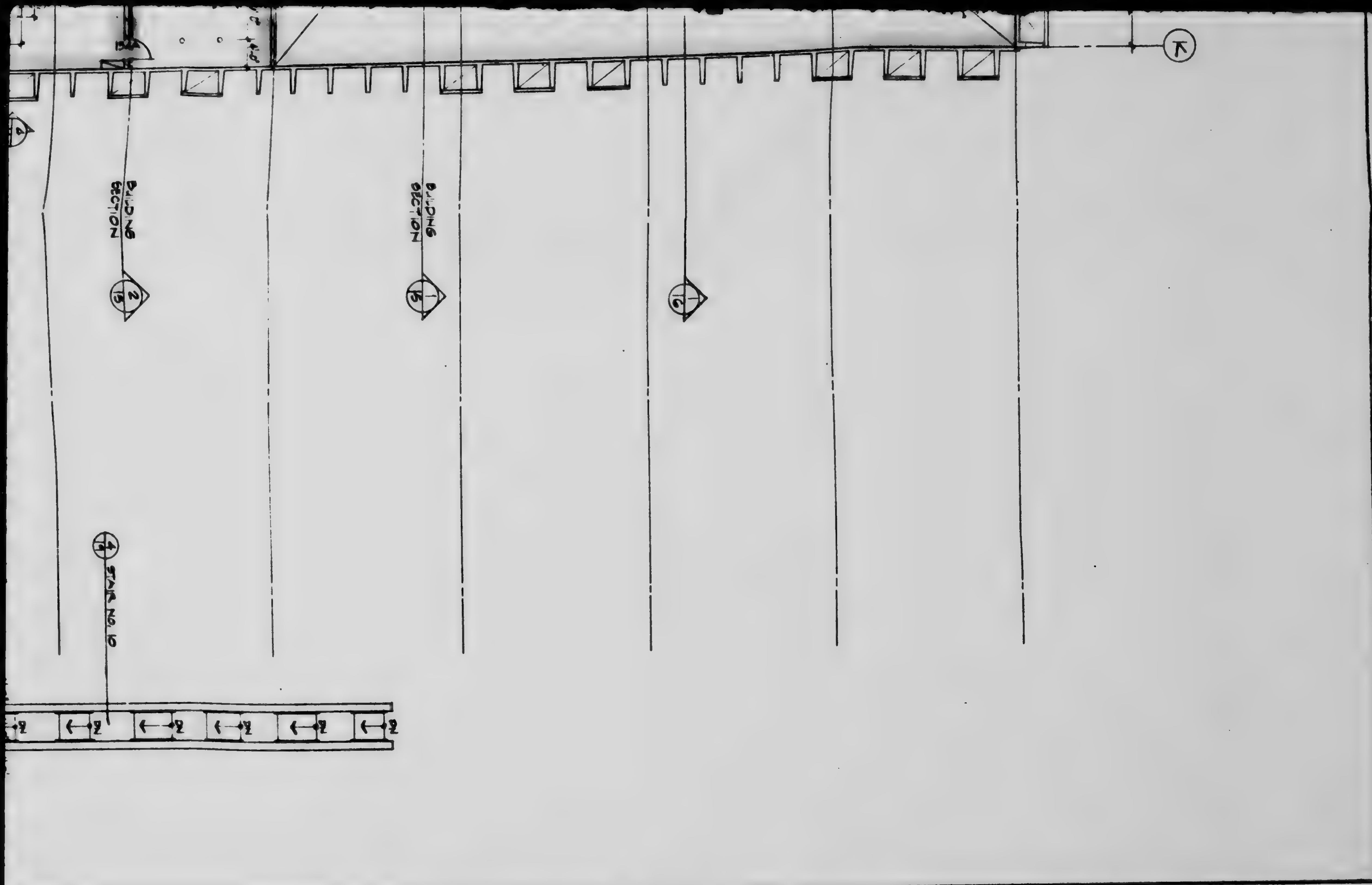
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

G

OF SHEETS


RADIUS = 20'-0"
E
F
G
H
4
15
BLDG SECT
20'-0"
20'-0"
40'-0"
12'-0"
8'-0"
RETAINING WALL
MATCH LINE
2
17
GUARDRAIL
1
2
3
4
5
6
LINE OF LOADING DOCK ROOF
RETAINING WALLS
LADDER
OFFICE
127 2.1.1
STOR
128 5.5.3
10'-0"
6" CURB
127A
2 HOUR WALL
PAINT STORAGE
130 6.6.6
15
8
6
21
WORKSHOP
129 5.1.5
&
MATERIAL TEST
2 HOUR WALLS
SLOPE
234'-4"
8'-0"
3
13
1
13
LOADING DOCK
3
17
8
17
234'-0"
18'-0"
4
16
STAIR NO. 4
UP
CD10
SLOPE
3'-0"
16'-0"
35'-0
6'-10"
8"
233'-11½"
234'-0"
PARTS
20
SMALL PARTS STORAGE
SMALL PARTS
126 5.1.5
PARTS
20
126B
HYDRAULIC
C
EYEWASH
PARTS
20
FD
CD11
HYDRAULIC
133 5.1.5
BATTERIES
132 5.1.5
10'-0"
10'-0"
10'-0"
PAINTED STRIPING AT PEDESTRIAN WALKWAY
10'-0"
6'-4"
23'-0"
STALLS & BODY SHOP
3
10'-0"
FD
FD
PAINT STRIPES
25'-0"
25'-0"
25'-0"
25'-0"
30'-0"
18'-0"
15'-5"

4
15
BLDG SECT
H
J
K
40'-0"
40'-0'
40'-0'
1
16
SIM
127A
6' CURB
2 HOUR WALL
STORAGE
6·6·6
8
8'-0"
SLOPE
234'-4"
130
8'-0"
8
17
234'-0"
WAREHOUSE
131
5·5·5
4
1
LINE OF SECOND FLOOR ABOVE
PARTS
20
19
BULK STORAGE
SMALL PARTS STORAGE
12'-0"
EYEWASH
PARTS
20
132
HYDRAULIC
C
CD11
12'-0"
PD
HYDRAULIC
133
5·1·5
BATTERIES
132
5·1·5
10'-0"
10'-0"
PEDESTRIAN CIRCULATION
CD12
BUILD SECT
4'-0"
DYNO PIT
7'-0"
DYNO
134
5·4·5
5
4'-0"
4'-0"
24
9
6'-0"
23'-0"
3'-4"
14'-0"
8'-8"
2
20
TIE-DOWN (TYPICAL OF 8)
BUILD SECT
LINE OF SMOKE CURTAIN ABOVE
STALLS & BODY SHOP
3
3'-4"
7'-0"
6'-0" HIGH WALL
PD
6"
11'-0"
2'-0"
2'-0"
2'-0"
4
16


K
BUILDING SECTION
2
15
BUILDING SECTION
1
15
1
16
4
14
STAIR NO. 10

1/8" = 1'-0"

JOB NO 9017-05

DATE APRIL 29, 1980 △REV. MAY 6, 1980

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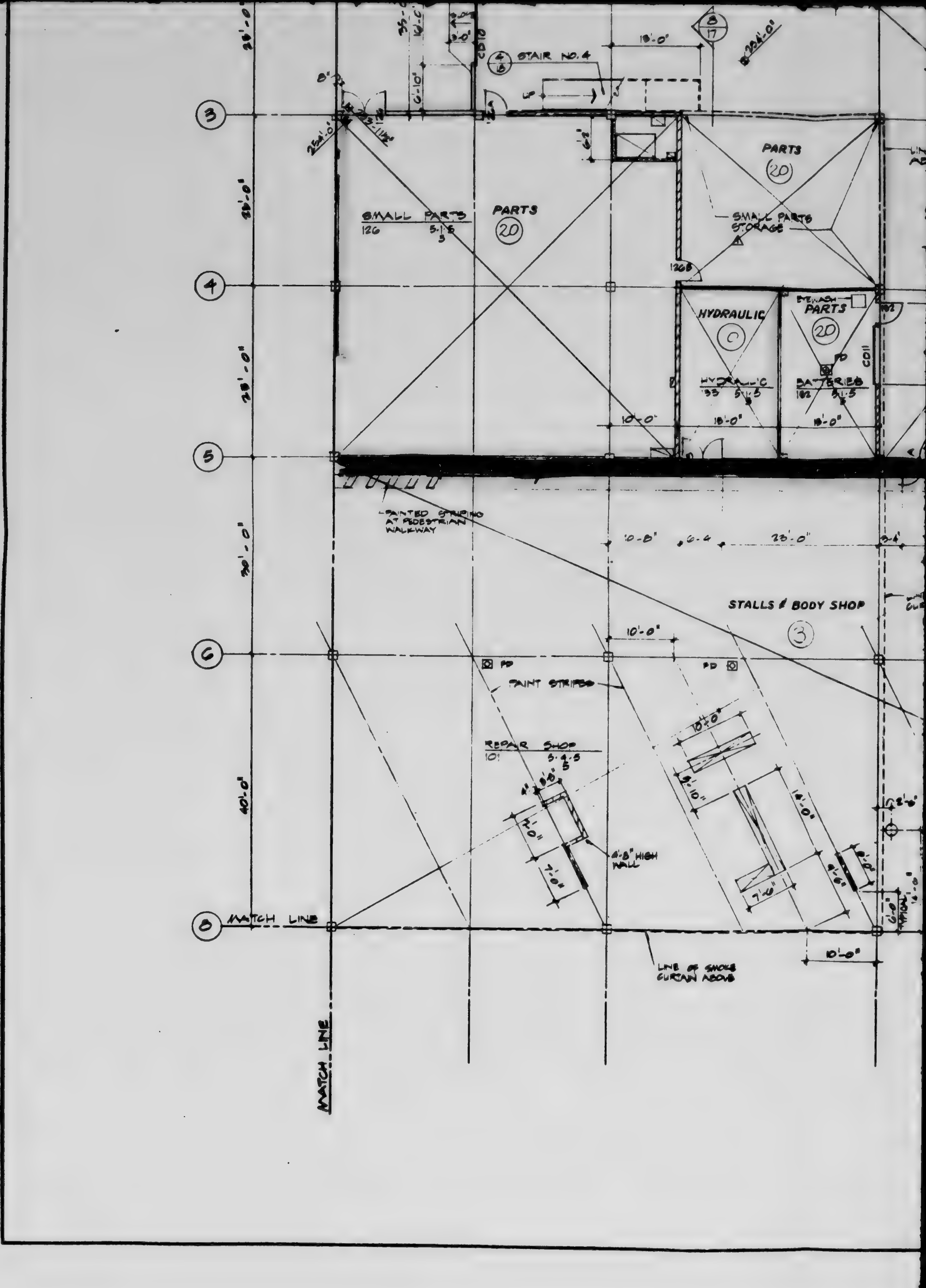
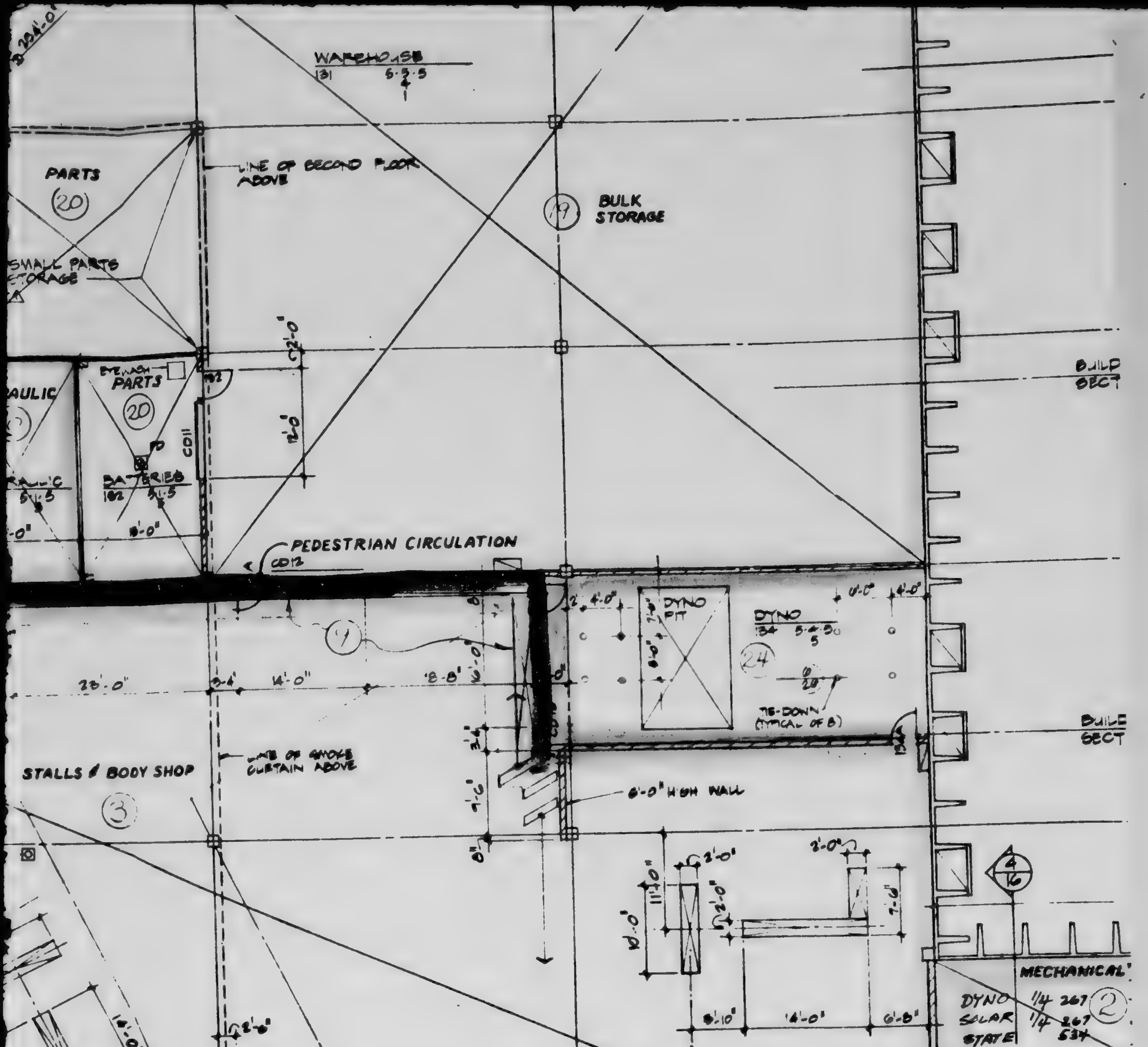
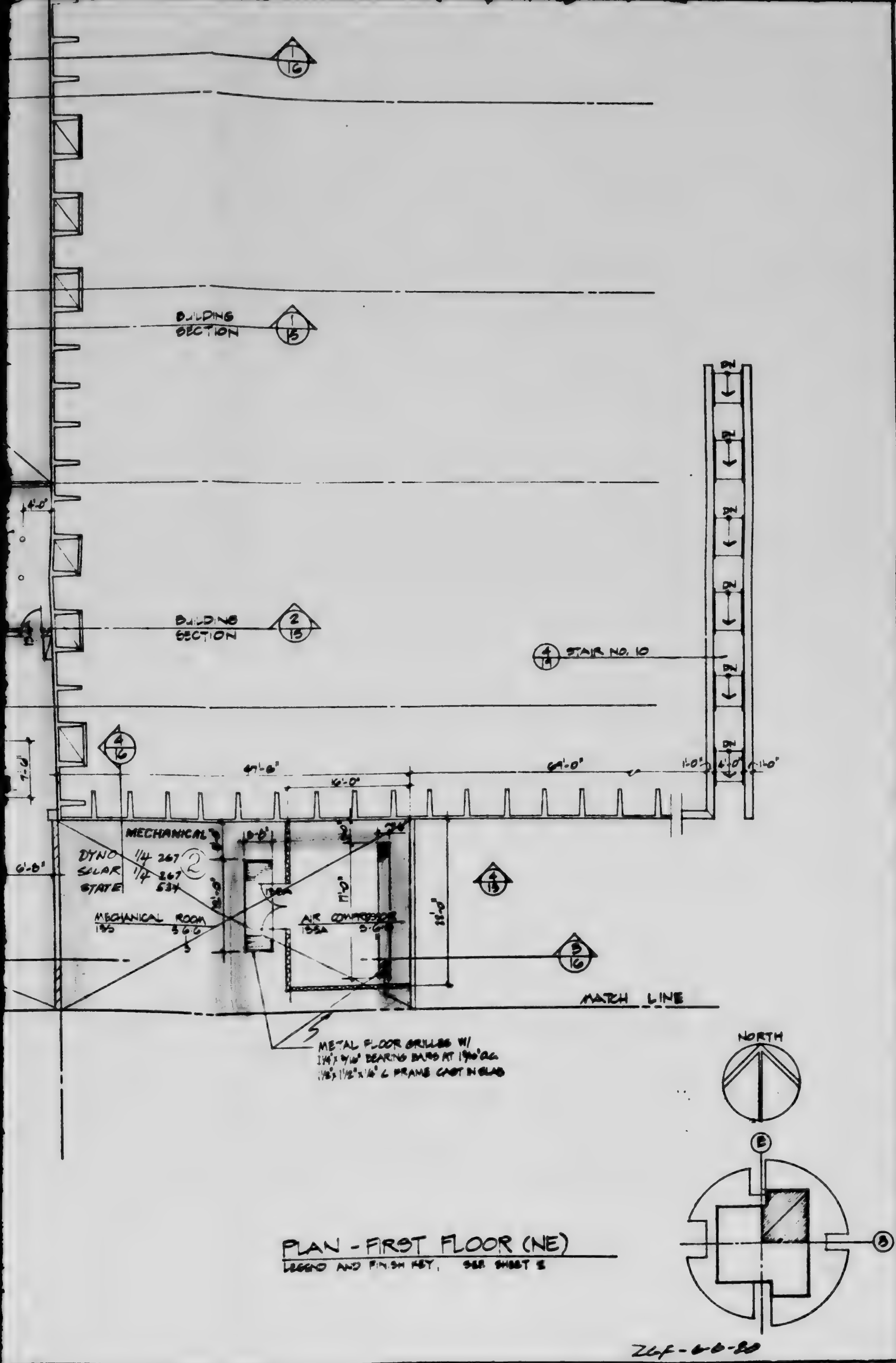
RATIONS FACILITY
regon

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 S.W. OAK PORTLAND, OREGON 97204


STAIR NO. 4
4
16
8
17
3
4
5
6
8
18'-0"
28'-0"
28'-0"
28'-0"
30'-0"
40'-0"
PARTS
20
SMALL PARTS
126
5.1.5
3
PARTS
20
SMALL PARTS STORAGE
126B
HYDRAULIC
C
HYDRAULIC
133
5.1.5
EYEWASH
PARTS
20
BATTERIES
182
5.1.5
PD
CO11
10'-0"
18'-0"
18'-0"
PAINTED STRIPING AT PEDESTRIAN WALKWAY
10'-0"
6'-4"
23'-0"
STALLS & BODY SHOP
3
10'-0"
PD
PD
PAINT STRIPES
REPAIR SHOP
101
5.4.5
5
10'-0"
5'-10"
14'-0"
7'-0"
4'-8" HIGH WALL
7'-0"
7'-0"
MATCH LINE
LINE OF SMOKE CURTAIN ABOVE
10'-0"
MATCH LINE


WAREHOUSE
131 5·5·5
PARTS
20
LINE OF SECOND FLOOR ABOVE
19
BULK STORAGE
SMALL PARTS STORAGE
AULIC
EYEWASH
PARTS
20
C011
BATTERIES
132 5·1·5
AULIC
5·1·5
10'-0"
12'-0"
12'-0"
PEDESTRIAN CIRCULATION
C012
BUILD SECT
DYNO PIT
DYNO
134 5·4·5 5
24
TIE-DOWN (TYPICAL OF 8)
28'-0"
14'-0"
8'-8"
STALLS & BODY SHOP
3
LINE OF SMOKE CURTAIN ABOVE
6'-0" HIGH WALL
BUILD SECT
2'-0"
11'-0"
10'-0"
2'-0"
7'-0"
8'-10"
14'-0"
6'-8"
4/16
MECHANICAL
DYNO 1/4 267
SOLAR 1/4 267
STATE 534
2
MECHANICAL ROOM
135 5·6·6 5
2/16
14'-0"
7'-0"
6'-0" TYPICAL
14'-0"
10'-0"
SMOKE COVE


1/16
BUILDING SECTION 1/15
BUILDING SECTION 2/15
4/14 STAIR NO. 10
4/16
4'-0"
7'-0"
6'-0"
64'-6"
16'-0"
64'-0"
1'-0"
6'-0"
1'-0"
MECHANICAL
DYNO 1/4 267
SOLAR 1/4 267
STATE 534
MECHANICAL ROOM 135 56.6
13'-0"
135A
11'-0"
12'-0"
AIR COMPRESSOR 135A 5.6
22'-0"
4/15
3/16
MATCH LINE
METAL FLOOR GRILLES W/
1/4"x 3/16" BEARING BARS AT 1 3/16" O.C.
1/8"x 1 1/2"x 1/4" L FRAME CAST IN SLAB
NORTH
E
B

PLAN - FIRST FLOOR (NE)

LEGEND AND FINISH KEY, SEE SHEET 5

ZGF-6-6-80

PLAN FIRST FLOOR (NE)

1/8" = 1'-0"

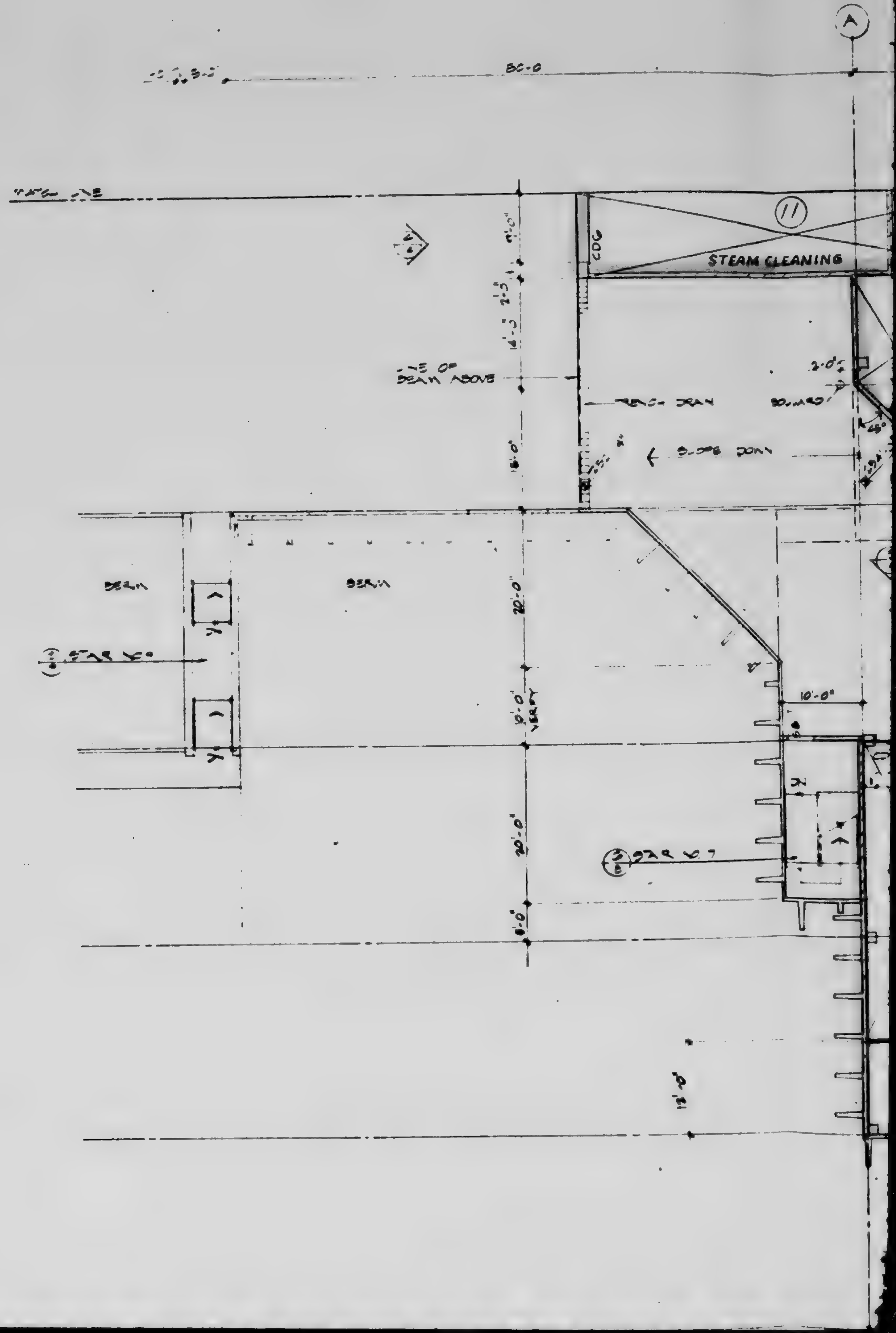
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

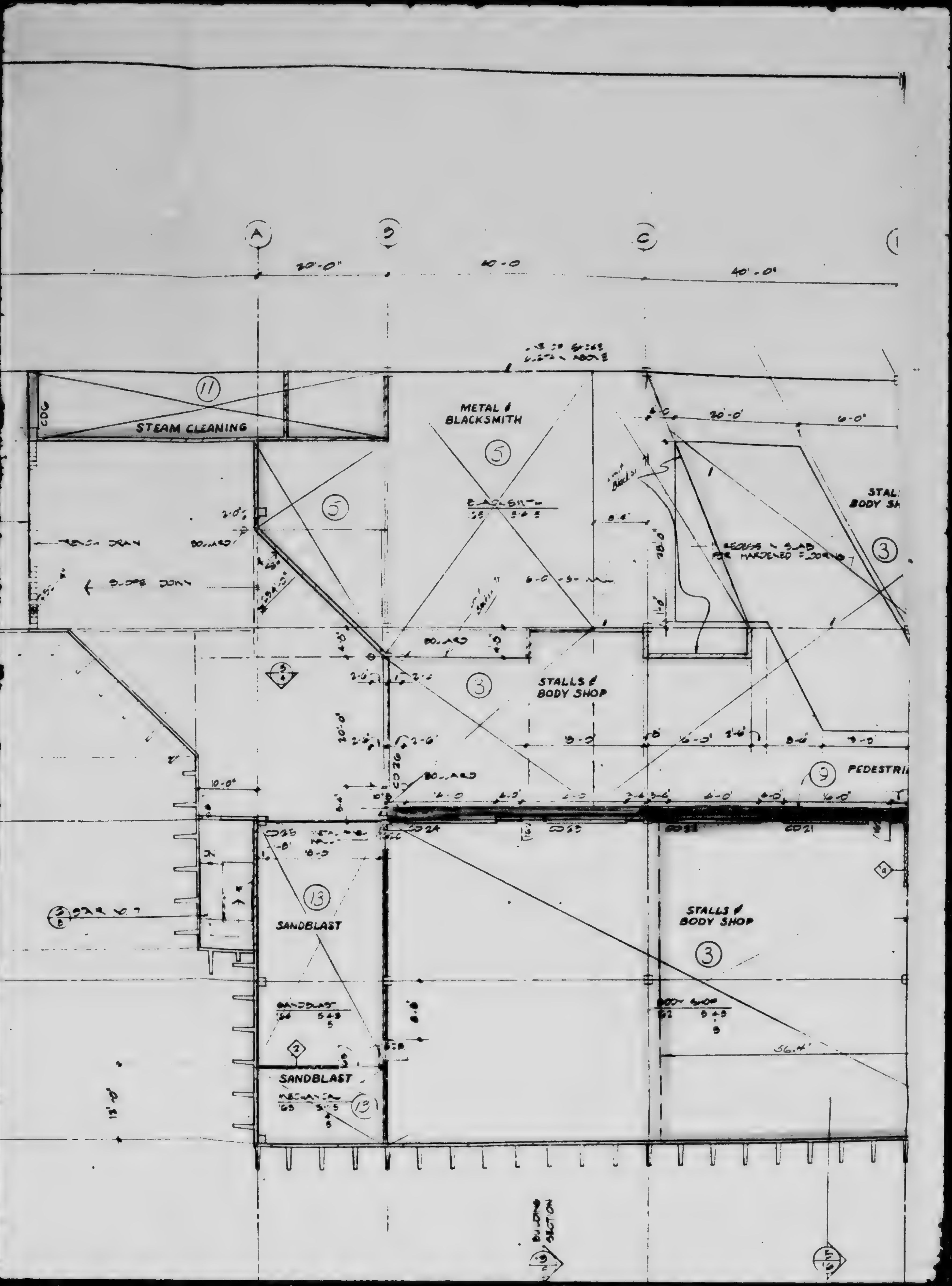
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

REGISTERED ARCHITECT STATE OF OREGON

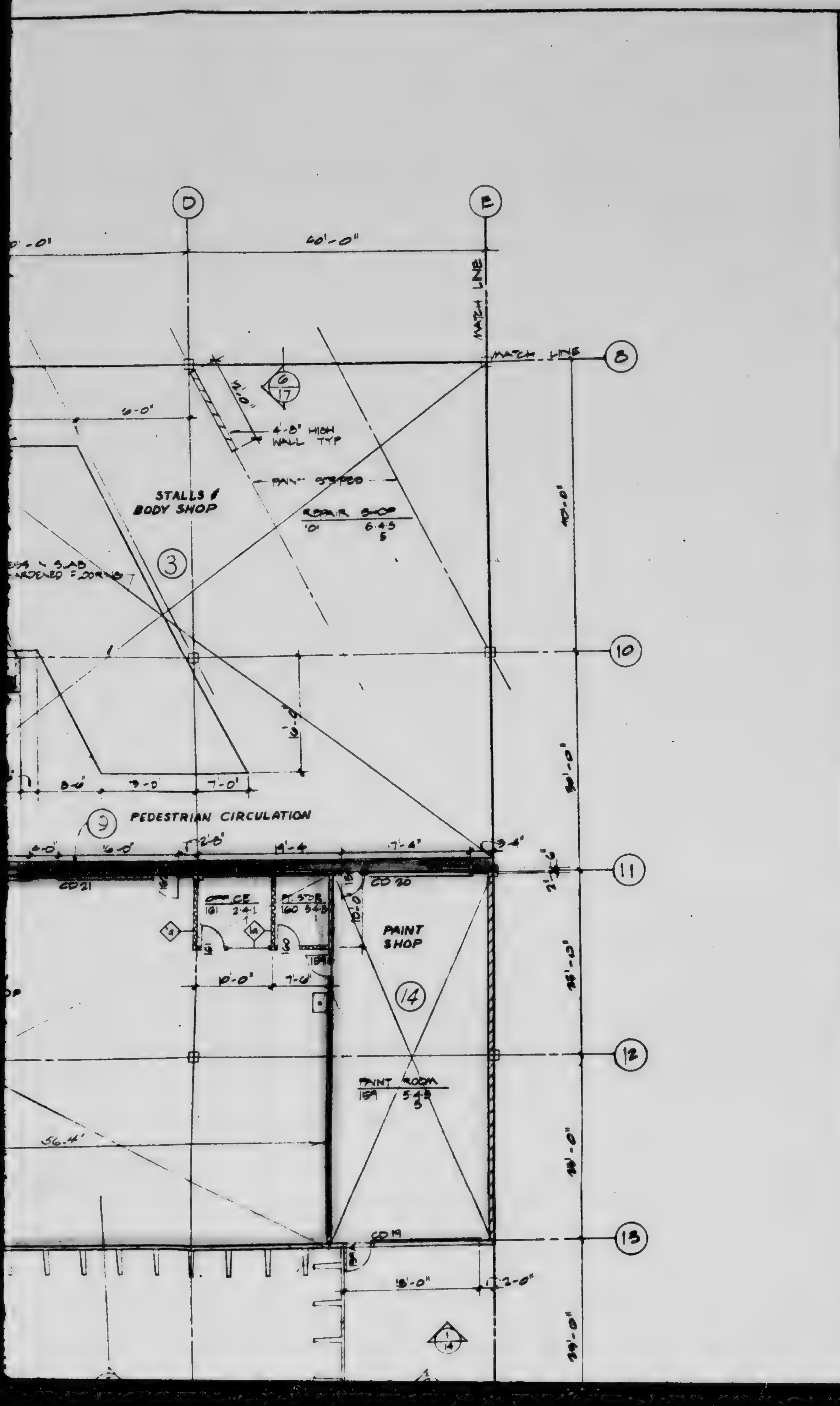
7

of 33 sheets


A
80'-0
MATCH LINE
7'-0"
2'-3"
14'-3"
11
CDG
STEAM CLEANING
LINE OF BEAM ABOVE
TRENCH DRAIN
2'-0"
SLOPE DOWN
16'-0"
BERM
BERM
20'-0"
STAIR NO. 6
10'-0" VERIFY
10'-0"
20'-0"
STAIR NO. 7
8'-0"
12'-0"



A
B
C
20'-0"
40'-0
40'-0"
11
STEAM CLEANING
CDG
METAL &
BLACKSMITH
5
BLACKSMITH
5
TRENCH DRAIN
SLOPE DOWN
BOLLARD
RECESS IN SLAB
FOR HARDENED FLOORING
3
STALLS
BODY SHOP
20'-0"
6'-0"
3
STALLS &
BODY SHOP
BOLLARD
10'-0"
BOLLARD
CD 26
9
PEDESTRI
CD 25
CD 24
CD 23
CD 22
CD 21
13
SANDBLAST
STAIR NO. 1
STALLS &
BODY SHOP
3
SANDBLAST
BODY SHOP
56.4'
SANDBLAST
MECHANICAL
13
13'-0"
BUILDING SECTION


D
E
60'-0"
MATCH LINE
MATCH LINE
8
6
17
6'-0"
4'-8" HIGH WALL TYP
PAINT STRIPED
STALLS &
BODY SHOP
REPAIR SHOP
101 6.4.5
5
3
40'-0"
10
10'-0"
8'-0"
9'-0"
7'-0"
30'-0"
9
PEDESTRIAN CIRCULATION
4'-0"
16'-0"
2'-8"
19'-4
17'-4"
3'-4"
11
CD 21
CD 20
OFFICE
161 2.4.1
PT. STOR
160 5.4.3
PAINT
SHOP
10'-0"
7'-0"
28'-0"
14
12
PAINT ROOM
159 5.4.3
5
56.4'
30'-0"
13
CD 19
18'-0"
2'-0"
30'-0"
1
14

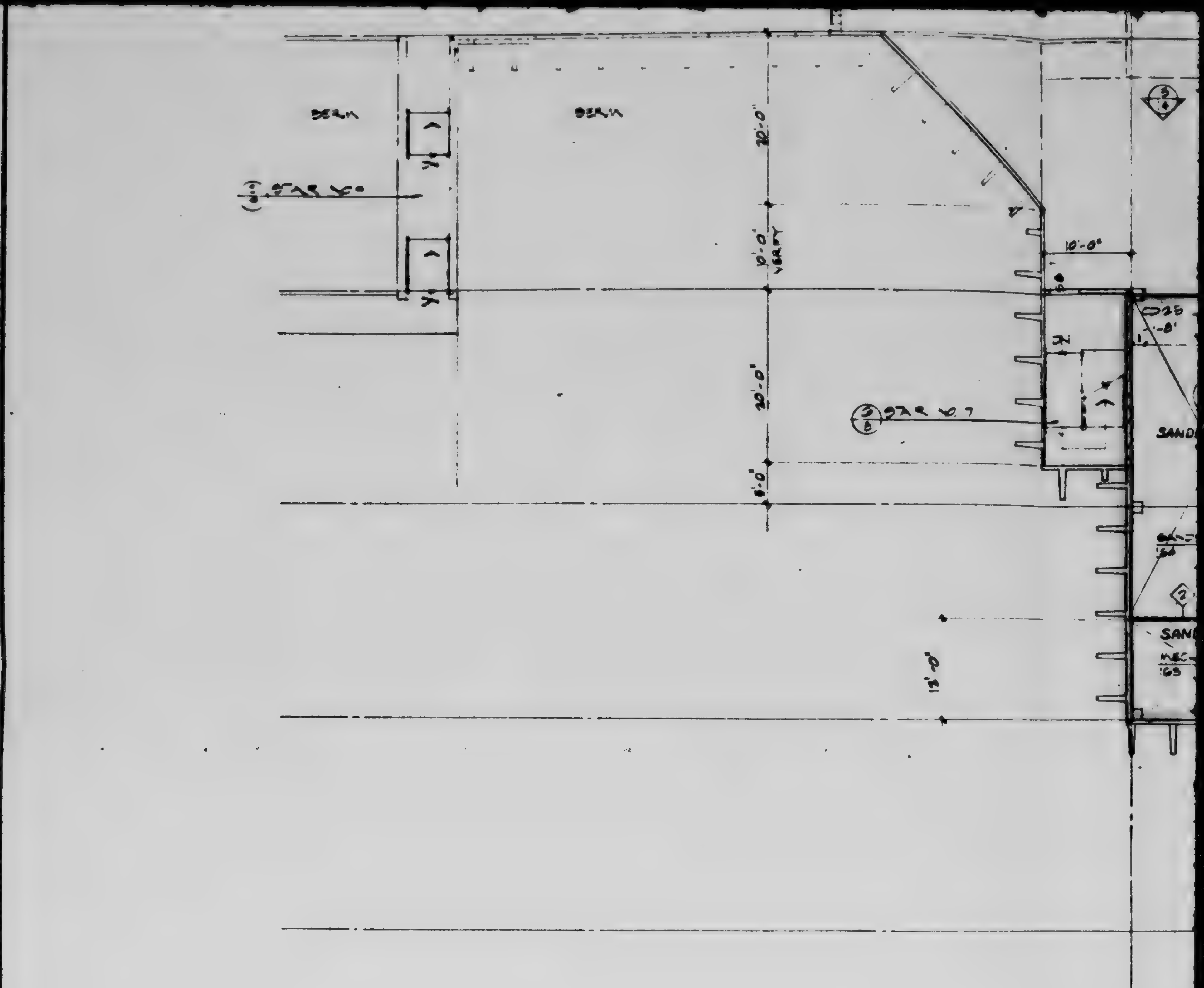
DATE

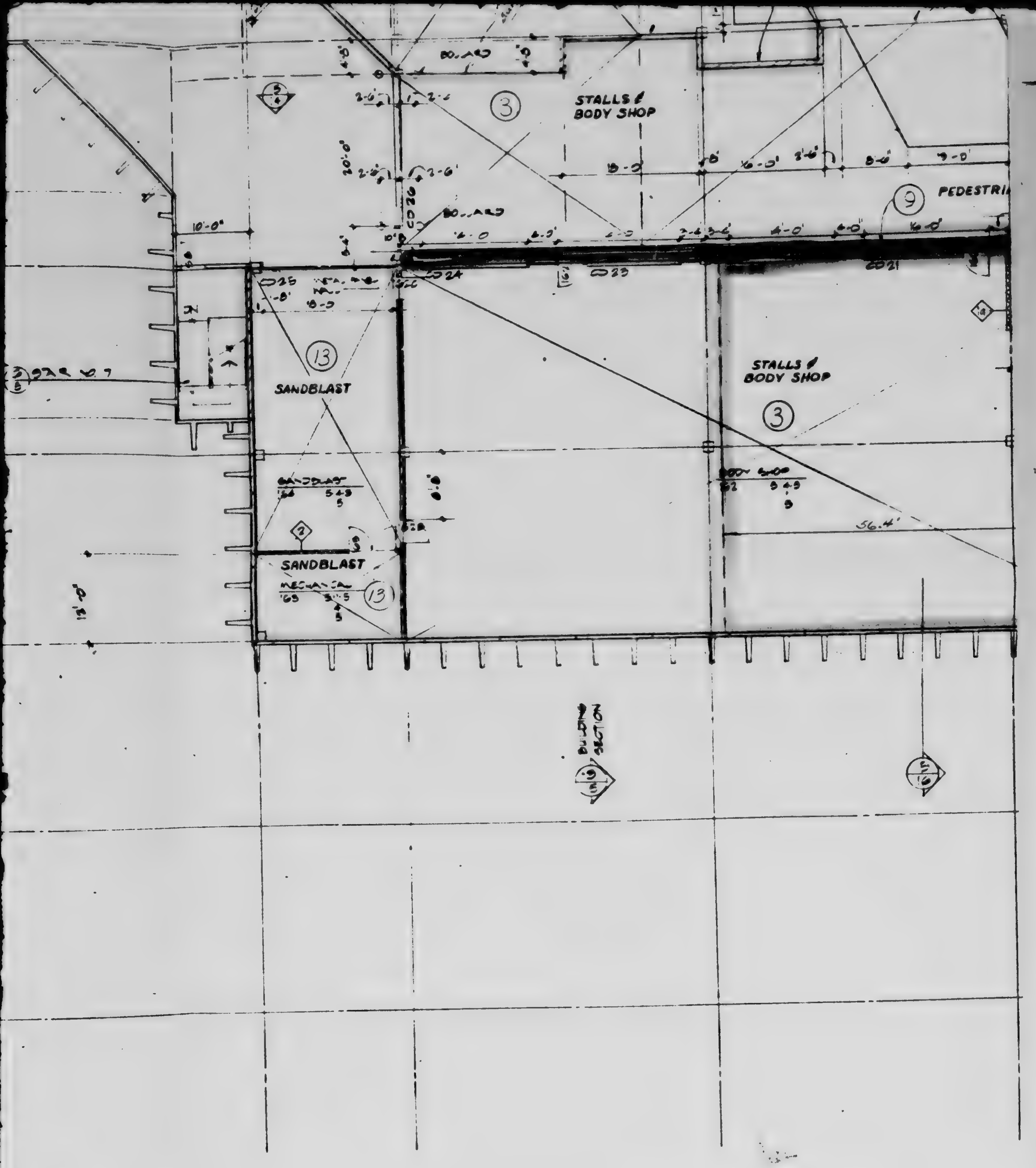
JOB NO 9017-05

1/8" = 1'-0"

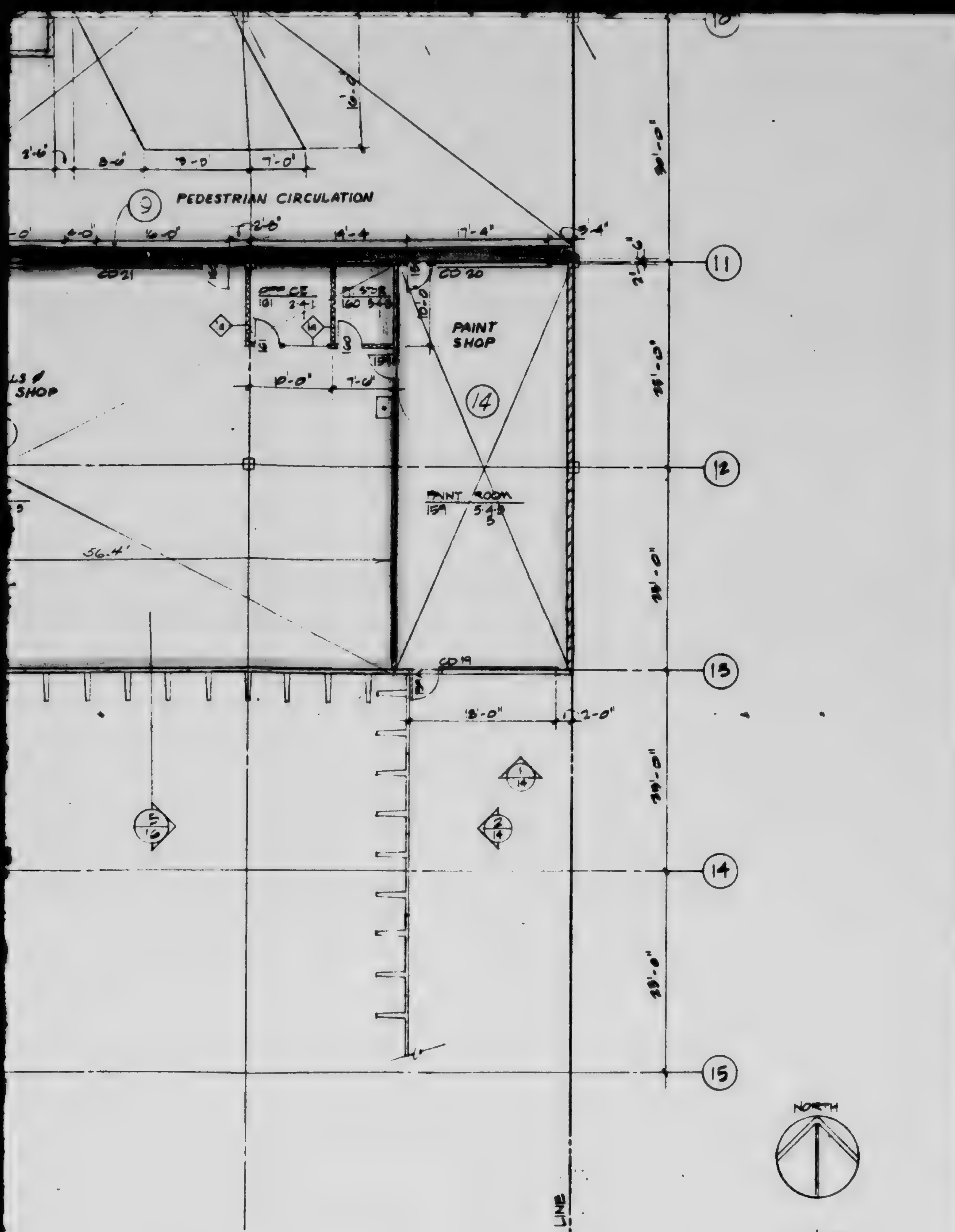
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 1115 SW OAK PORTLAND, OREGON 97205

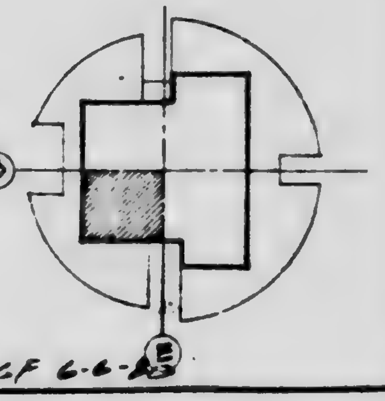
County
ERATIONS FACILITY
, Oregon


BERM
BERM
STAIR NO
20'-0"
10'-0" VERIFY
20'-0"
6'-0"
10'-0"
STAIR NO. 7
SAND
12'-0"
SAND
MEC
2



STALLS & BODY SHOP
3
BOLLARD
10'-0"
20'-0"
9
PEDESTRI
SANDBLAST
13
STALLS & BODY SHOP
3
SANDBLAST
SANDBLAST
MECHANICAL
13
BODY SHOP
56.4'
BUILDING SECTION


PEDESTRIAN CIRCULATION
9
3'-6"
8'-0"
9'-0"
7'-0"
16'-0"
6'-0"
16'-0"
2'-0"
19'-4
17'-4"
3'-4"
2'-6"
CD 21
CD 20
CD 19
OFFICE
161 2-4-1
ST. STOR
160 5-4-0
10'-0"
7'-0"
PAINT SHOP
14
PAINT ROOM
159 5-4-3
...LLS & SHOP
56.4'
18'-0"
2'-0"
30'-0"
28'-0"
28'-0"
28'-0"
28'-0"
10
11
12
13
14
15
MATCH LINE
NORTH



PLAN - FIRST FLOOR (SW)

LEGEND AND FINISH KEY, SEE SHEET 2

ZGF 6-6-83

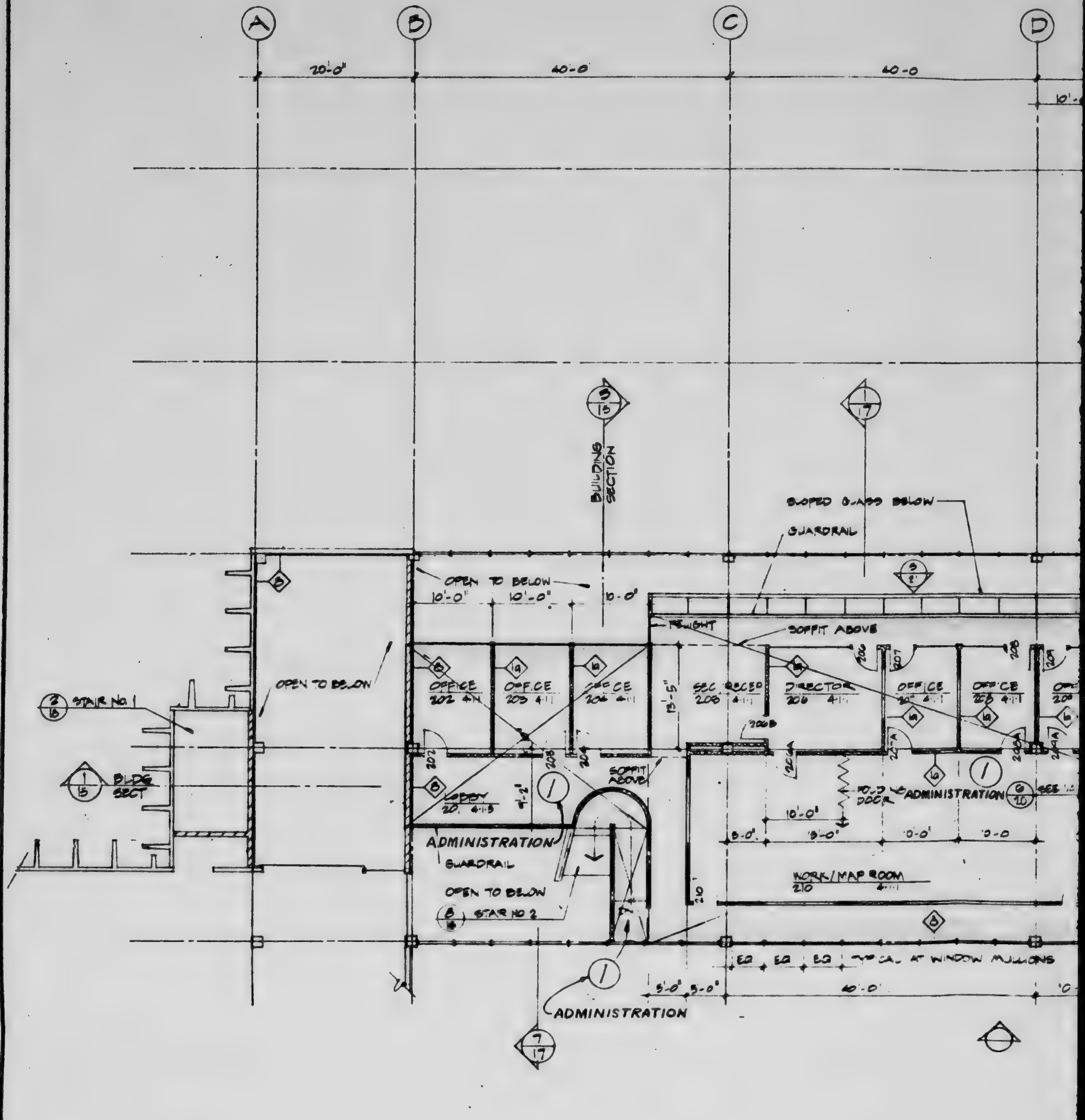
PLAN, FIRST FLOOR (SW)

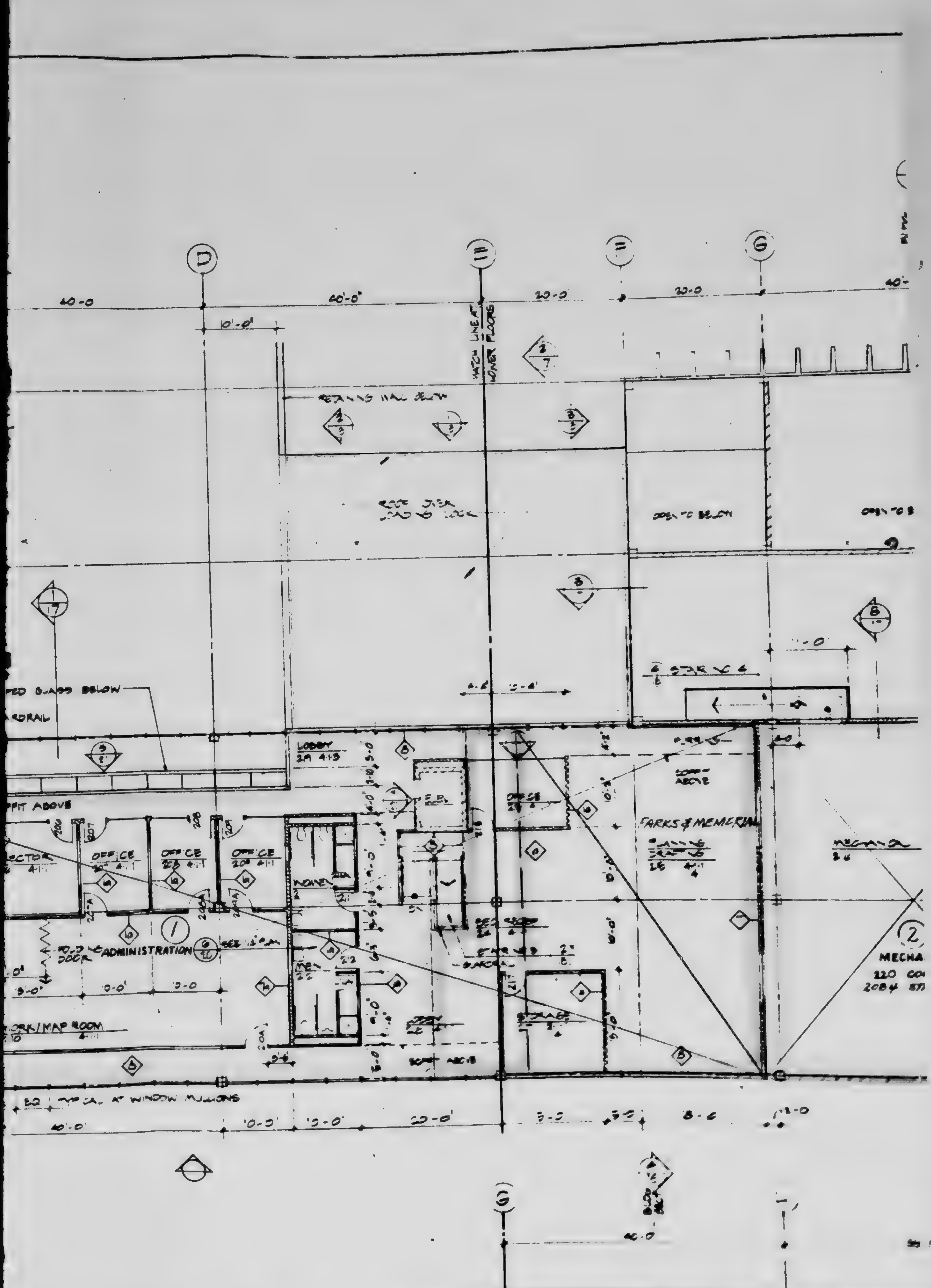
1/16" = 1'-0"

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

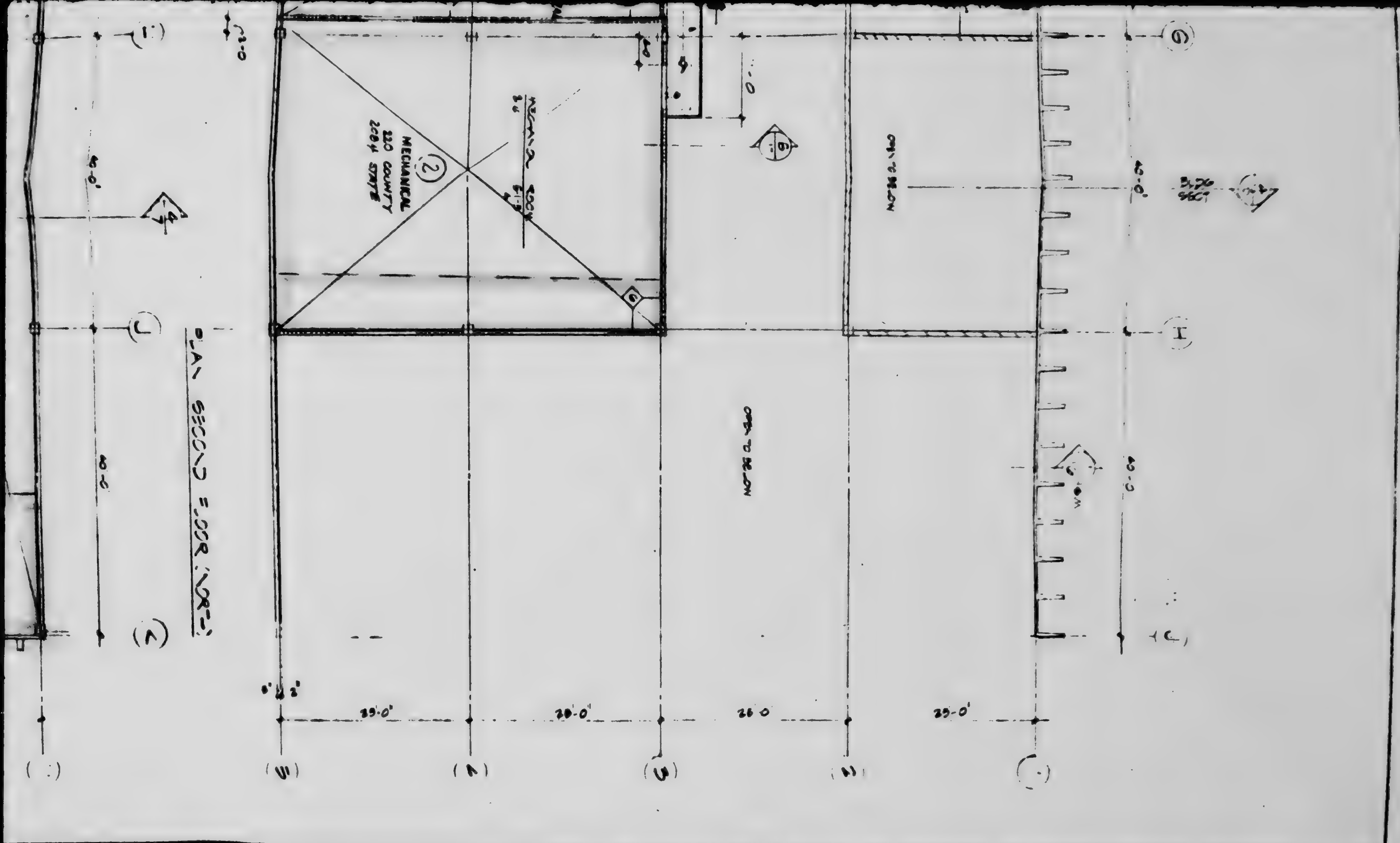
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

OF SHEETS


A
B
C
D
20'-0"
40'-0
40-0
10'-
BUILDING SECTION
3
15
1
17
SLOPED GLASS BELOW
GUARDRAIL
3
21
OPEN TO BELOW
10'-0"
10'-0"
10-0'
HEIGHT
SOFFIT ABOVE
OPEN TO BELOW
2
15
STAIR NO. 1
1
15
BLDG SECT
OFFICE
202 4-11
OFFICE
203 4-11
OFFICE
204 4-11
13'-5"
SEC RECEP
205 4-11
DIRECTOR
206 4-11
OFFICE
207 4-11
OFFICE
208 4-11
206B
202
203
204
206
207
208
209
SOFFIT ABOVE
LOBBY
201 4-1-3
4'-2"
1
ADMINISTRATION
GUARDRAIL
OPEN TO BELOW
8
STAIR NO 2
FOLDING DOOR
ADMINISTRATION
6
10
SEE
10'-0"
5-0"
10'-0"
10'-0"
10-0
WORK/MAP ROOM
210 4-11
210
EQ
EQ
EQ
TYPICAL AT WINDOW MULLIONS
5'-0"
5'-0"
40'-0"
1
ADMINISTRATION
7
17



D
G
40-0
40'-0"
20-0
20-0
10'-0'
WATCH LINE AT LOWER FLOORS
OPEN TO BELOW
GLASS BELOW
HANDRAIL
SOFFIT ABOVE
LOBBY
OFFICE
OFFICE
OFFICE
WOMEN
MEN
ADMINISTRATION
FOLDING DOOR
SEE
WORK/MAP ROOM
SOFFIT ABOVE
STORAGE
PARKS & MEMERIAL
MECHANICAL
2
MECHA
220
2084
1
EQ TYPICAL AT WINDOW MULLIONS
40'-0
20-0'
8-6


PLAN SECOND FLOOR (NORTH)
MECHANICAL ROOM
②
MECHANICAL
220 COUNTY
2084 STATE
OPEN TO BELOW
OPEN TO BELOW
BLDG SECT
G
H
J
40-0'
40-0'
40-0'
40-0'
2-0
35-0'
20-0'
26-0'
35-0'

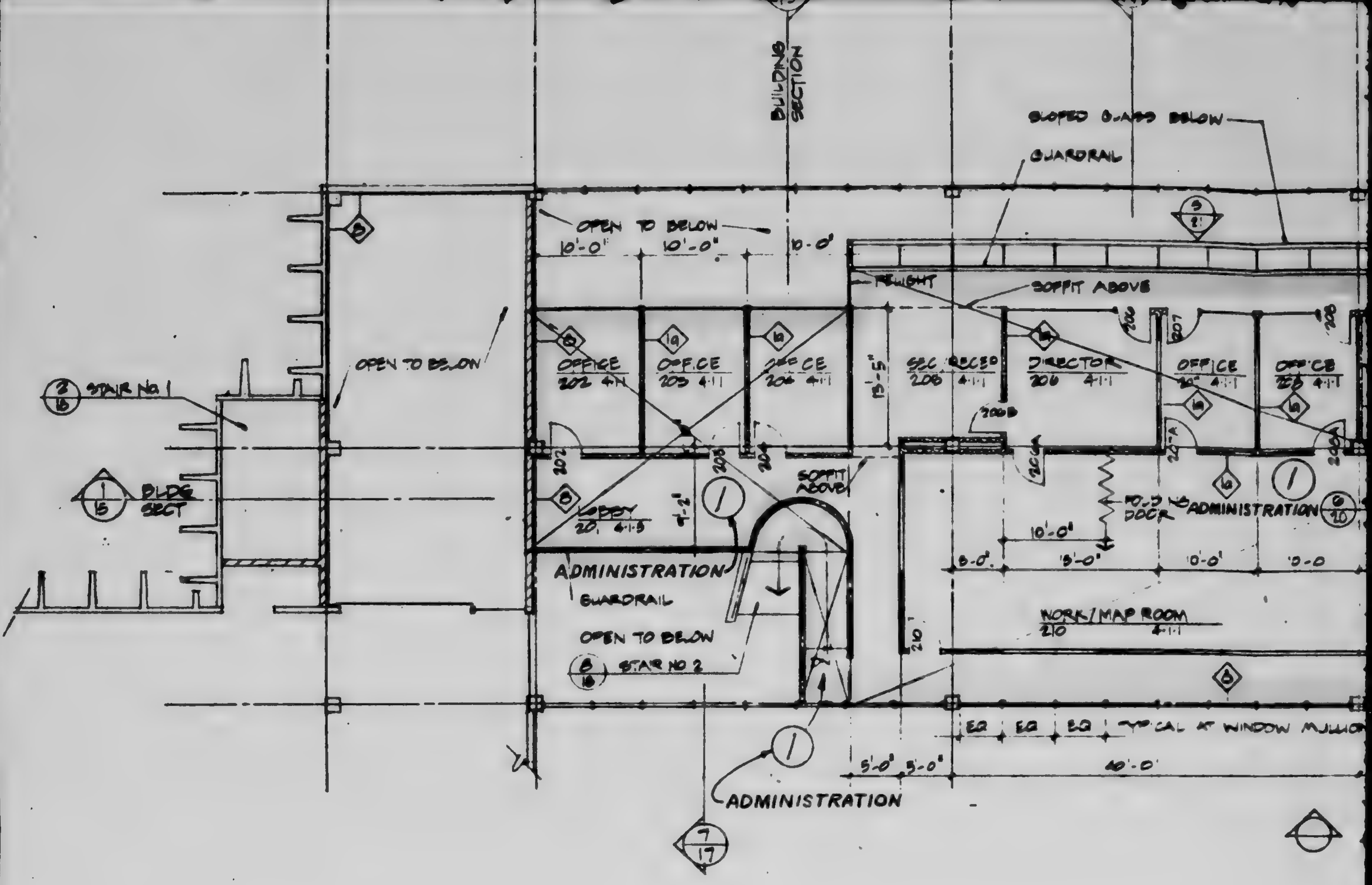
1/8" = 1'-0"

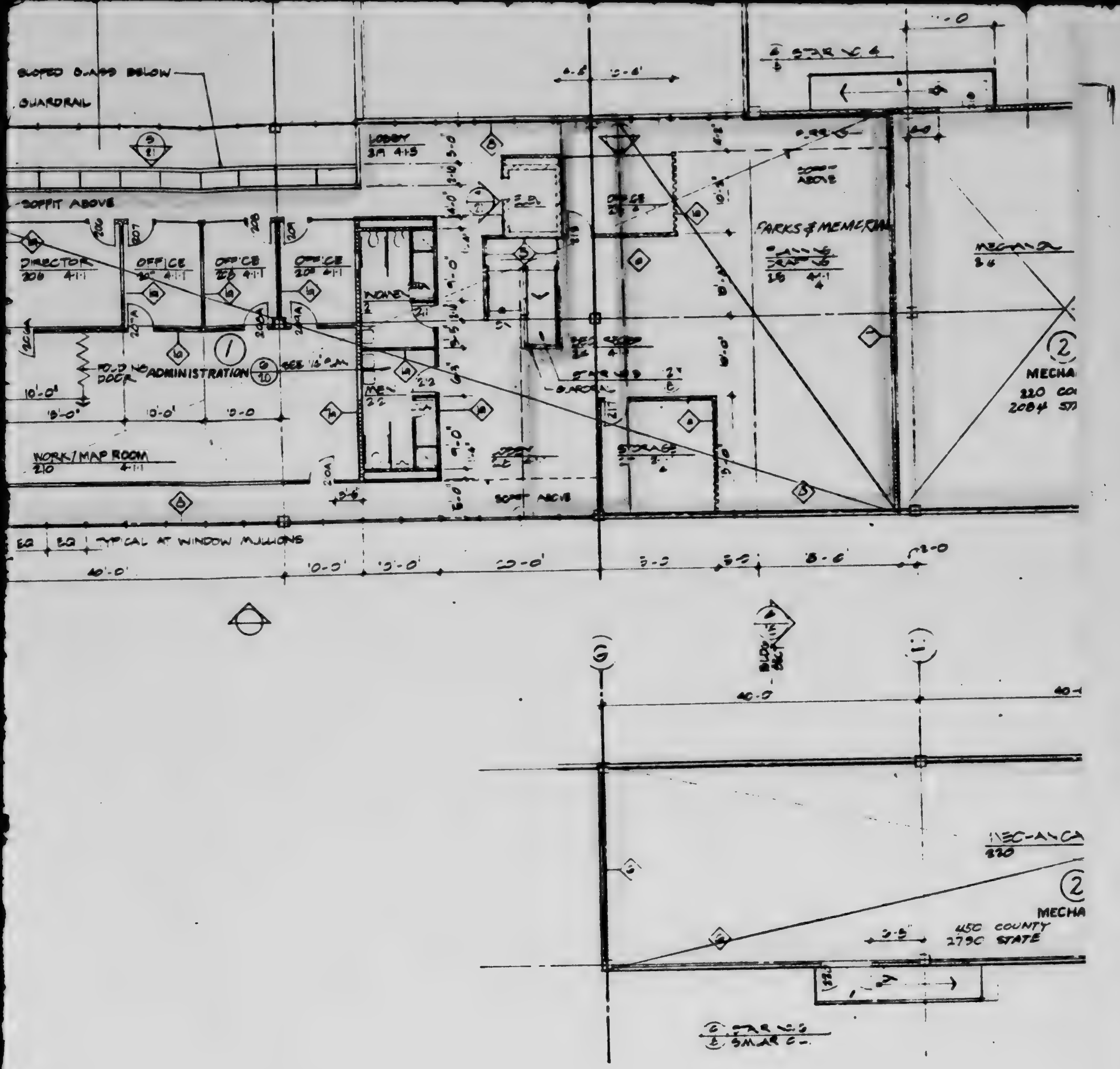
9017-C5

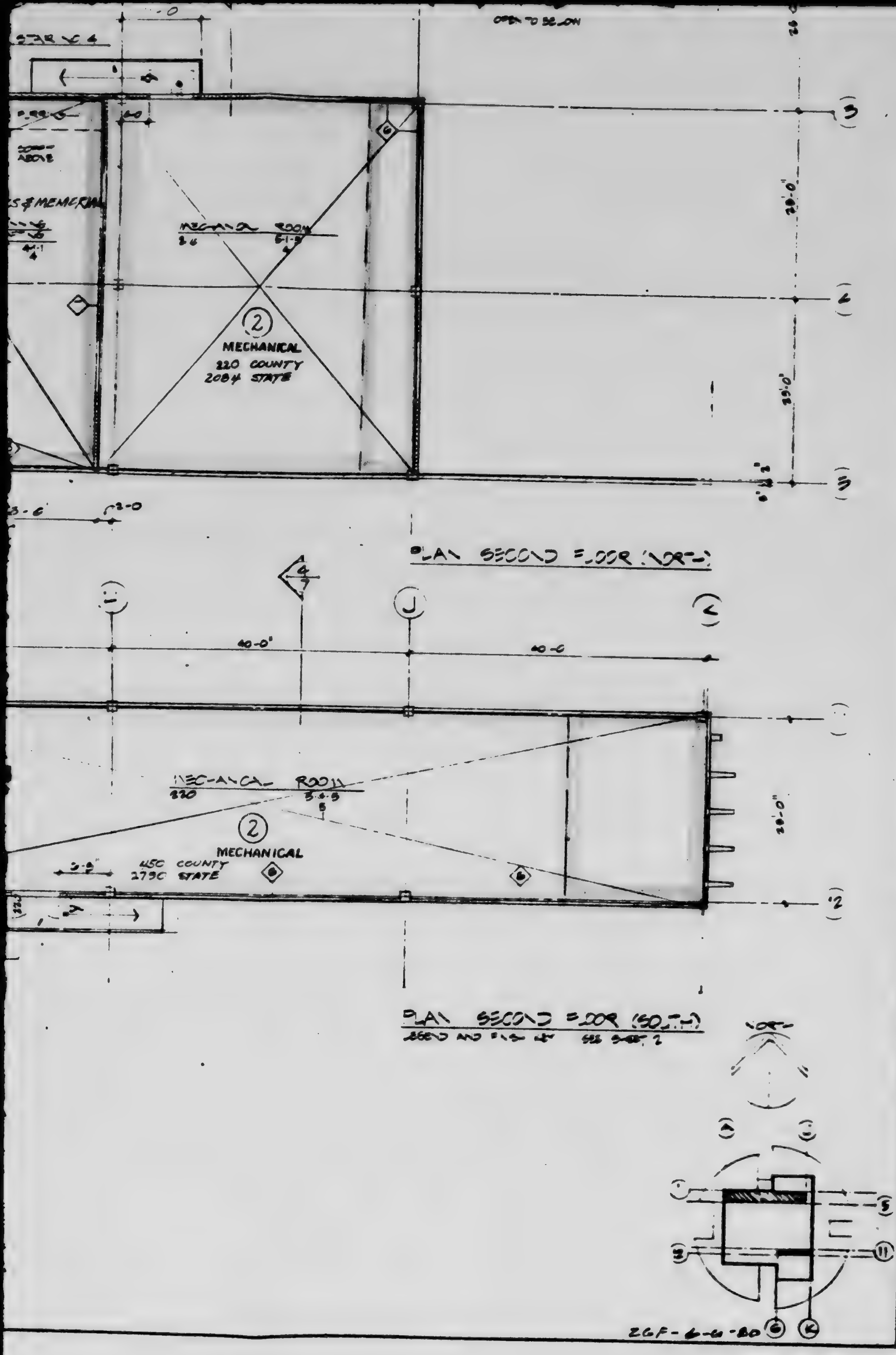
DATE

unty
RATIONS FACILITY
regon

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 321 S.W. OAK PORTLAND, OREGON 97204


BUILDING SECTION
SLOPED GLASS BELOW
GUARDRAIL
OPEN TO BELOW
10'-0"
10'-0"
10'-0"
RELIGHT
SOFFIT ABOVE
STAIR NO 1
3
16
OPEN TO BELOW
1
15
BLDG SECT
OFFICE
202 4·1·1
OFFICE
203 4·1·1
OFFICE
204 4·1·1
SEC RECEP
208 4·1·1
DIRECTOR
206 4·1·1
OFFICE
4·1·1
OFFICE
4·1·1
13'-5"
206B
206A
207-A
202
203
204
206
207
208
SOFFIT ABOVE
LOBBY
201 4·1·5
4'-2"
FOLDING DOOR
ADMINISTRATION
6
10
10'-0"
8'-0"
15'-0"
10'-0"
10'-0"
ADMINISTRATION
GUARDRAIL
OPEN TO BELOW
STAIR NO 2
8
16
WORK/MAP ROOM
210 4·1·1
210
EQ
EQ
EQ
TYPICAL AT WINDOW MULLION
5'-0"
5'-0"
40'-0"
ADMINISTRATION
7
17
9
21


SLOPED GLASS BELOW
GUARDRAIL
SOFFIT ABOVE
LOBBY
DIRECTOR
206 4-1-1
OFFICE
OFFICE
OFFICE
WOMEN
MEN
OFFICE
PARKS & MEMORIAL
MECHA
STORAGE
SOFFIT ABOVE
FOLDING DOOR
ADMINISTRATION
WORK/MAP ROOM
210 4-1-1
EQ
EQ
TYPICAL AT WINDOW MULLIONS
40'-0"
10'-0"
MECHA
220 CO
2084 ST
MECHANICAL
220
MECHA
450 COUNTY
2790 STATE
40'-0"


OPEN TO BELOW
MECHANICAL ROOM
MECHANICAL
220 COUNTY
2084 STATE
PLAN SECOND FLOOR (NORTH)
40-0"
40-0
28'-0"
MECHANICAL ROOM
320
MECHANICAL
450 COUNTY
2790 STATE
PLAN SECOND FLOOR (SOUTH)
NORTH
ZGF-6-6-80

1/8" = 1'-0"

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 320 SW OAK PORTLAND, OREGON 97204

PLAN SECOND FLOOR

Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

10

1155

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 20, 1980

In Reply Refer to
File No.:

RECEIVED
DOT DIRECTOR
JUN 23 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: Glen Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
J. B. Boyd
Right of Way Manager

SUBJECT: Justification For Rough Draft
Agreement Supplemental No. IV
Dated January 16, 1980
File 46993-A
FAP No. I-205-7(8)311

I have written this Supplemental Agreement No. IV to document certain elements of the functional replacement in order that items presently not covered or unclear, are fully documented. The agreement provides essentially for allowing the County to build additional open space in the basement not covered under the terms of the original agreement. It is my opinion, that by having the same footprint, we have also received benefits in costs and timely accomplishment of our task. A copy of this rough draft agreement was given you on June 19, the addition dated June 20, which is transmitted with this letter, has an additional item, Item 11, standby generator. I will take each item piece by piece with an explanation which I feel justifies the action. The County is in possession of the agreement, except for Item 11; they are working to understand it and if they agree, and you agree, the end product of this activity will be the ability to advertise the general contract.

Item 1. General Excavation. I disagreed with the Federal Highway Administration position in the penalty of the $121,900. It was my belief that the costs of garbage excavation was not in excess of the general excavation price as documented in my letter of February 5, 1980, however, FHWA did not approve my reasoning. Item No. 1 provides the method by which I transfer this penalty from the State to the County.

Item 2. Site Work. This documents the 6.3 acres of improvements and the method by which the State will credit the County for their future paving. This paving is not being done at this time because of the possibility of protracted settlements.

NOTED
F. B. KLABOE

Form 734-3122

Item 3. This is a simple method of prorating the building costs based on the estimate of cost made by Zimmer Gunsul Frasca to that which is documented by the bid documents. Different examples are attached.

Item 4. This item documents the fact that the State will include in the building costs, everything above and including the Type 5 backfill under the building slab.

Item 5. This item allows the County and the State to document the costs of County materials which are utilized in either the site work or the building by a method which is auditable.

Item 6. Documents the mechanical space as submitted to you in my June 16 letter.

Item 7. States the terms by which any further allowance for pedestrian walkway will be considered.

Item 8. Documents the arithmetical error made by Drobina, in that he did not measure the size of the storage buildings properly, which in turn changed the difference between Drobina's costs and that which could be justified.

Item 9. Escalation. The Engineering News Record Building Cost Index was contained in the agreements previously. Our intention was at the time the agreement was signed was to provide a method of escalating the June 30 costs to the time of contracting. At that point in time we discussed the matter with the Architect, Turner Construction Company was not on the scene as of yet, and it appeared that the Engineering News Building Cost Index was a reasonable answer. In reviewing various cost indexes, we find that there are some discrepancies between the different systems. It would appear that because we are using the Turner Construction Company in the much more expensive Justice Center, that their experise be utilized in our present effort to solve the Public Works problem. The Engineering News Record Building Cost Index from the available data, without the June 1980 Quarterly Report, indicates over a year's span of time, that 10½-11½ will be the escalation in the Seattle area, which is as close as the Engineering News Record formula provides. Other indexes such as the Lee Saylor Index, shows an identical index between Portland and Seattle. I am attaching the various indexes and Turner Construction

Company letter to this justification. It is my judgement that we should use the Engineering News Record Building Cost Index if the variation between the Turner Index and the Engineering News Record Building Cost Index does not exceed 1%. If it does show a disparity between all the indices available, we should then allow the County to be judged on the basis of the Turner Building Cost Index. The rationale for this is that our only purpose is to utilize the most meaningful data that is available.

Item 10. Fuel Building. The 134,111 square foot area which I justified in my letter of June 16, indicated the fuel building was being bid as a separate building. The difficulty was separating the costs in the Lane County facility because it was a part of the building, as opposed to a separate structure. I would propose that we would allow a credit for this extra building in the amount of 1,000 square feet at a maximum of $45.39. The building itself may not account for these funds, but the piping, electrical and mechanical that are a part and parcel to it, will create costs in excess of $45.39 a square foot. The cost for the tanks which were not contained in the Lane County building, but were a part of the site development costs, will be paid in addition provided the County pays for capacity in excess of 3-10,000 gallon tanks. I have checked with our Service and Maintenance Station, and we have 40,000 gallon capacities for diesel and gasoline which serves our maintenance and our shops facilities. If this shops complex were built today, the maintenance people indicate that they would install a greater capacity. They have difficulty in keeping their tanks full and must work back and forth in order to maintain the service.

Item 11. Standby Generator. I have consulted with Mr. Jack Sollis regarding the previous decision that the standby generators were trade fixtures and could be moved by the County. There are many different opinions as to the designation of real property versus trade fixtures in case law. Mr. Sollis does not have a firm opinion as to what the designation would be if the item was adjudicated. The Jail must have continuing standby electric power because of safety reasons and because the sewage pumping equipment must operate 24 hours a day, seven days a week. The standby power equipment that the County presently owns, serves that purpose. I am recommending that we provide an amount equal to the bid for a 350 KW generator commensurate to the needs of the new building. The remainder of the costs would be included in the building costs for electrical and mechanical hookups. Because of the complexity of the issue, I believe this is justified. I am including with this letter, a copy of a theoretical justification with which I do not agree with completely, by the County. I estimate a cost of $50,000 extra in the equipment budget for this item.

JBK:jh

bc: F. B. Klaboe ✓
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog

RECEIVED
DOT DIRECTOR
JUN 23 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

June 16, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administation

FROM: J. B. Boyd, Manager
Right of Way Section

SUBJECT: Functional Replacement Area
Multnomah County Operations &
Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311

NOTED
E. S. HUNTER

The area to be replaced under the Functional Replacement program has been resolved in a reasonable manner. Attached are comparison sheets showing the Functional Replacement vs. the Betterment Areas and their relationship to the total area. The final areas which I am recommending are 134,111 square feet for Functional Replacement; 51,452 square feet for Betterment Area, making a total in the facility of 185,563 square feet. The Architects and Multnomah County have agreed with these areas. The 134,111 Functional Replacement square feet does not include 1,000 square feet credit for the fuel facility. You will note in the comparison sheet, that there are algebraic differences indicating a net additional area of 329 square feet driven by architectural reasons.

Two issues which were still in question when our agreement was signed were assigned to mechanical and pedestrian walkway space.

The mechanical area has finally been decided upon as 8,107 square feet. The breakdown for this is as follows:

	STATE FR	COUNTY FR	TOTAL
Second Floor North	2,084	220	
Second Floor South	2,090	450	
First Floor Northwest	135		
First Floor Northeast & Southeast	1,068	1,068*	
First Floor Southeast	188		

RECEIVED
TECHNICAL SERVICES
JUN 17 80
REFER TO
FOR
Info [illegible] R/D C/R Sign Act File

	STATE FR	COUNTY FR	TOTAL
Basement Northwest	314		
Basement Northeast	1,504		
Basement Southeast		2,027**	
TOTALS	8,107	2,765	10,872*

*Solar ½ dyno ½ **Solar

Mechanical space is difficult if not impossible to specifically allot to that necessary for County Betterments. Solar and dynometer requirements are specific. Space for additional ventilation equipment is not a linear relationship. I recommend acceptance of the 8,107 square feet as reasonable.

Another question in the area left to resolution was pedestrian circulation in the main shop. In my columnar tabulation I have indicated 993 square feet credit to the County. The County has failed to furnish any futher justification for additional circulation in the shop area. The justification which I have utilized is a letter addressed to Mr. Jim Chidsey, by William A. James, Technical Section, Accident Prevention Division, Worker's Compensation Department. In this document the indicated width for the pedestrian walkway is 2 feet. This 2 feet combined with 3 feet for the door swing from the exit door clearances, creates a 5-foot walkway along those areas which have heavy pedestrian movements. This allowance is reasonable and within the context of Functional Replacement.

I am including colored prints showing the principle that I have indicated in my area tabulation. The areas outlined in yellow, I consider to be Functional Replacement. The areas colored in orange, I consider to be County Betterment. Mechanical areas have been delineated by a pink outline. Within that pink outline are utilized the same shading; yellow for Functional Replacement; orange for Betterment. The 2 foot allowance for pedestrian walkway has been shaded in green.

This resolution of areas has been discussed with your personnel. I request your concurrence as outlined.

JBB:jh
attach.

BC: F. B. Klaboe
H. S. Coulter
E. S. Hunter - w/attach
D. H. Moehring
V. E. Skoog
Tom Walsh - w/attach
Tuck Wilson - w/attach

VICTOR ATIYEH
GOVERNOR

Workers' Compensation Department
ACCIDENT PREVENTION DIVISION
LABOR AND INDUSTRIES BUILDING, SALEM, OREGON 97310 PHONE 378-3272

20/80

November 7, 1979

Mr. J. E. Chidsey
Project Manager
Rocky Butte Relocation
DOT - Highway Division
Salem, OR 97310

Dear Mr. Chidsey:

This letter is in reference to your inquiry regarding the application of Rule OAR 2-2-27(b) to your proposed operation and maintenance complex in Portland, Oregon.

The proposed drawing indicates one way traffic flow with a parking angle of 66 degrees and a vehicle aisle width of approximately 19 1/2 feet plus an additional walkway width of 4 1/2 feet or 24 feet between building lines.

Since everything in Rule OAR 437-2-2-27 following the first sentence is either recommended or indicated as "should be", the first sentence is the only mandatory portion. The mandatory part of the rule is that the "Permanent aisles and passageways...shall be of adequate width to safely accommodate the vehicles used thereon".

Two-way traffic and a pedestrian walkway of recommended widths might be as follows:

Total Width	Twice Widest Vehicle + 3 ft.*	Pedestrian Walkway	Exit Door Clearance
24 ft.	19 ft. (two 8 ft. vehicles)	2 ft.	3 ft.
20 ft.	15 ft. (two 6 ft. vehicles)	2 ft.	3 ft.

* The three feet is a recommended allowance of safe passage of two vehicles travelling in opposite directions between guidelines.

5/12/80
~~4/10/80~~
~~3/27/80~~

BUF-~~3/21/80~~

For one directional traffic and a pedestrian walkway the recommended width distribution might be as follows:

Total Width	Widest Vehicle + 2 feet **	Pedestrian Walkway	Exit Door Clearance
15 ft.	10 ft. (8 ft. vehicle)	2 ft.	3 ft.
13 ft.	8 ft. (6 ft. vehicle)	2 ft.	3 ft.

** The two feet is a recommended allowance of safe passage of one direction flow between guidelines.

For angular parking at the 66 degree stalls shown on your drawing approximately 19 feet of traffic aisle width would accommodate backing out clearance sufficient for safe vehicle movement and the width distribution might be as follows:

Total Width	Angular Parking Aisle Width	Pedestrian Walkway	Exit Door Clearance
24 ft.	19 ft.	2 ft.	3 ft.

If walkways can be reasonably relocated the 2 feet walkway along the body shop may be eliminated entirely. Walkway marking or curbing would be necessary to encourage use and restrict vehicles to the travelway. The walkway along the body shop also provides a buffer zone for protection of the building and occupants from inadvertant vehicular damage due to backing.

Please keep in mind that walkways through the repair building must be safe and screened from welding, obstructions, and adequate width.

In summary, the limiting factors appear to be the vehicle widths to be accommodated, the walkway provisions for safe egress and reasonable pedestrian flow.

Sincerely,

Darrel D. Douglas, Administrator

William A. James

William A. James, CCV
Technical Section

WAJ:emm

xc: G.L. Green
J B Boyd
R.W. Ellison
[illegible]

[illegible] 11-9-79

RECEIVED
Rocky Butte Relocation
NOV 09 1979
AM ____ PM
File ____

Aisles, Passageways, Walkways, Inclines

2-2-26 Aisles, passageways, and walkways shall be of adequate width for their intended or actual use, and in no event shall they be less than twenty-two inches wide. Passageways which are elevated more than four feet above the ground or floor level shall be provided with standard railings.

2-2-27 Permanent aisles and passageways through which vehicles operate shall be of adequate width to safely accommodate the vehicles used and the loads carried. For two-way traffic it is recommended that aisles and passageways be at least three feet wider than twice the width of the widest vehicle used thereon.

(a) For aisles and passageways for one-way traffic (where vehicles do not pass each other) it is recommended that aisles and passageways be at least two feet wider than the widest vehicle used thereon.

(b) Where pedestrian traffic parallels or utilizes such passageways, there should be an extra three-foot width reserved for such use.

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

MULTNOMAH COUNTY OPERATIONS & MAINTENANCE FACILITY
COMPARISON SHEET

PREPARED BY J. B. BOYD JUNE 17, 1980

SHEET OF SHEETS

FUNCTIONAL AREA		Dec. 29, 1978 Agreed		FINAL AREAS	FINAL AREAS	@			FINAL AREAS	@				TOTAL AREA
ADMINISTRATION	1	7,982		7,982	6,287 PW				3,386				9,673	
					1,695 PM				2,441				4,136	13,809
MECHANICAL	2	As Required		8,107	8,107				1,204 1,561 Solar					10,872
STALLS (Incl. Body Shop)	3	24,136		37,880	36,424 PW				2,819					39,243
					1,456 PM				84					1,540
CIRCULATION	4	12,744	In Stalls						In Stalls					
METAL & BLACKSMITH	5	3,000	-6	2,994	2,994									2,994
SM. ENGINE	6	1,000	In Stalls											
MACHINE SHOP	7	1,800	-25	1,775	1,775									1,775
TRAINING ROOM	8	600	+256	856	856									856
PED. CIRC. MAIN SHOP	9	As Required		993	993									993
HYDRAULIC	10	500	-122	378	378									378
STEAM CLEANING	11	1,000	+211	1,211	1,211									1,211
FUEL	12	1,000	Separate Bldg.						Outside Bldg.					
SANDBLAST	13	1,000	+12	1,012	1,012									1,012
PAINT	14	1,100		1,100	1,100									1,100
MATERIAL TEST	15	500	+41	541	541									541
RADIO	16	2,000	+47	2,047	2,047									2,047
TRAFFIC	17	820	+193	1,013	1,013									1,013
SIGN SHOP	18	11,220	-271	10,949	10,949									10,949
BULK STORAGE	19	15,326	+400	15,726	10,621 PW									10,621
					3,146 PM				850					3,996
					1,959 PW				1,441					3,400
PARTS	20	3,900	-7	3,893	3,893									3,893

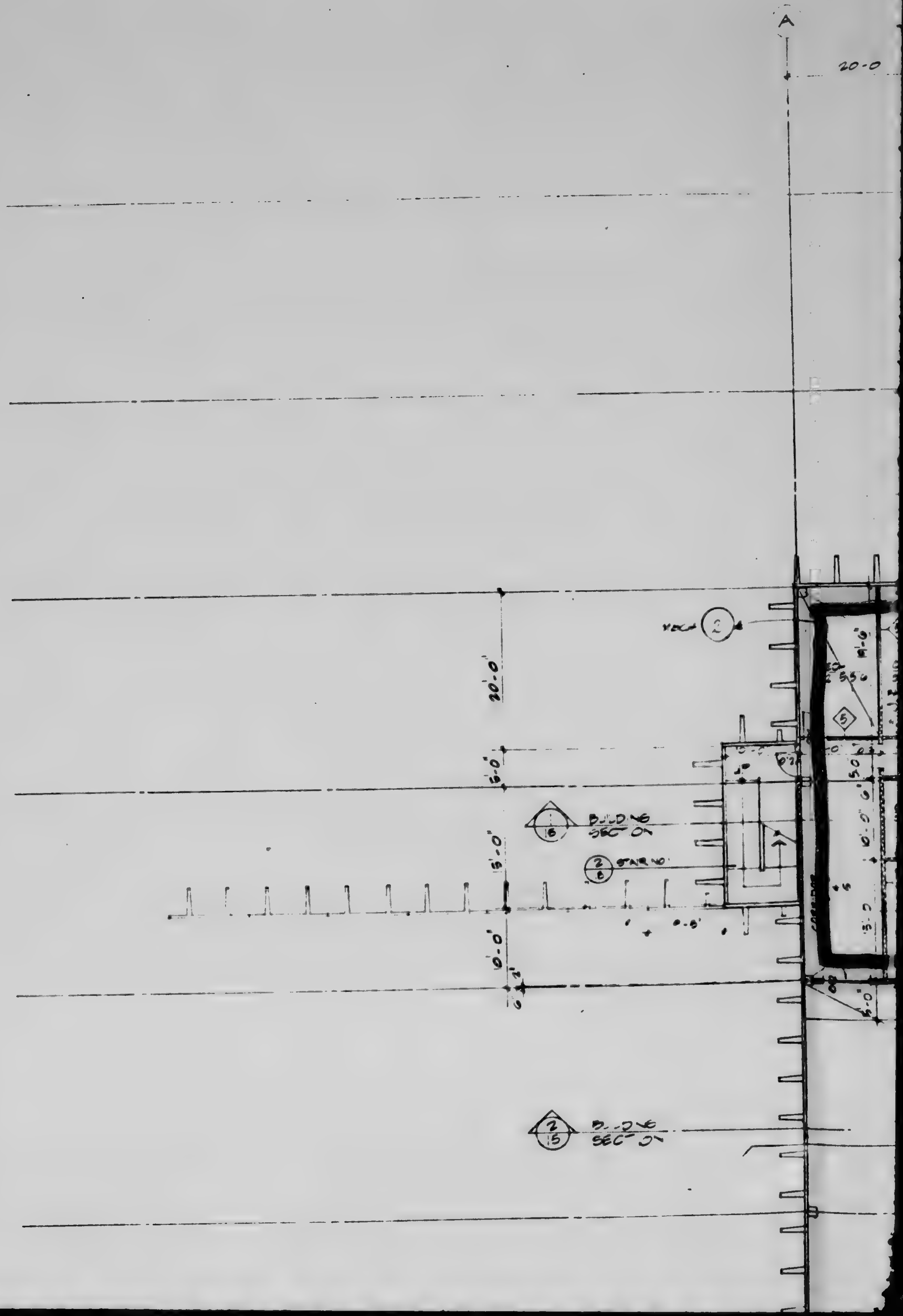
OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

PREPARED BY J. B. BOYD JUNE 17,1980

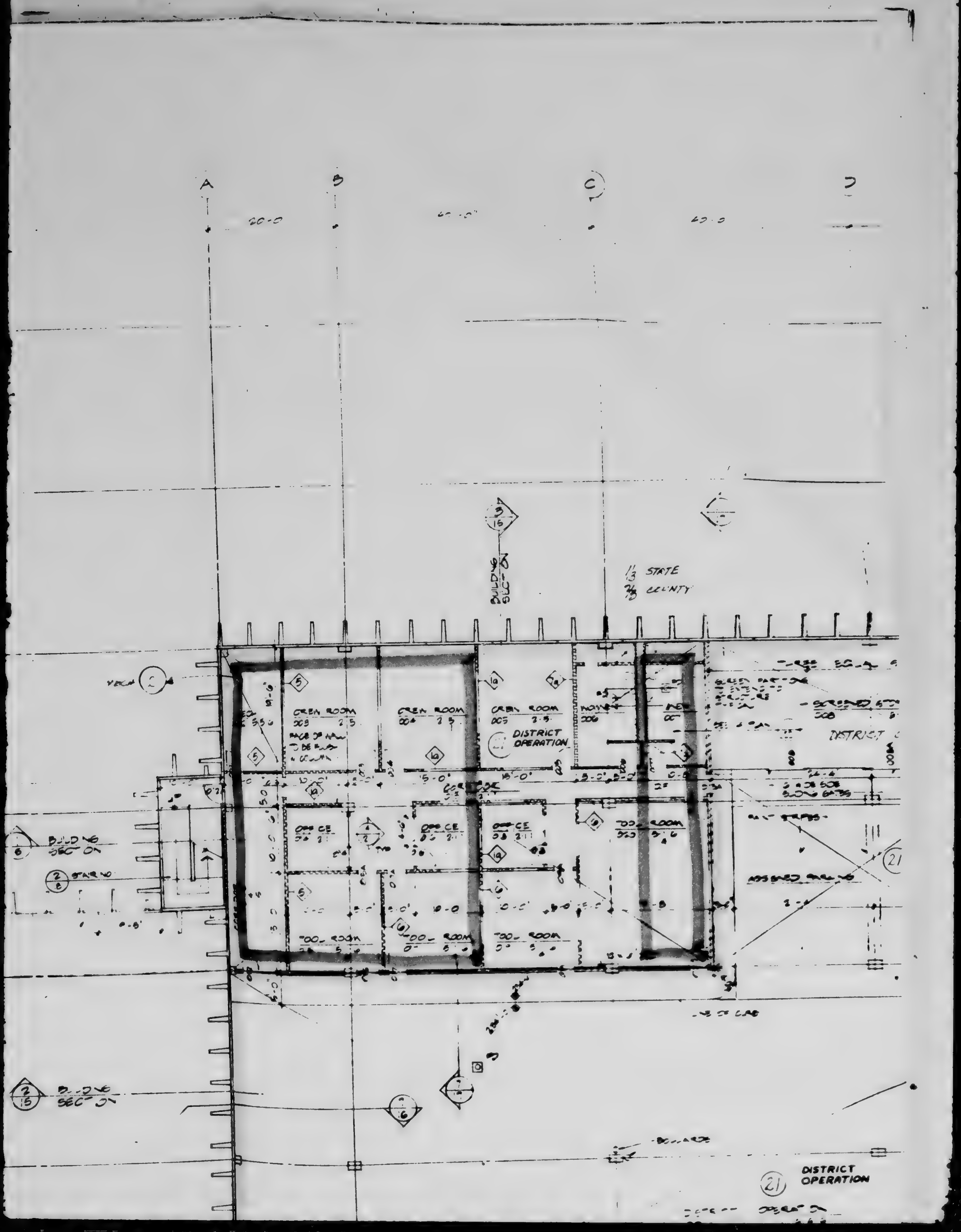
SHEET ...... OF ...... SHEETS

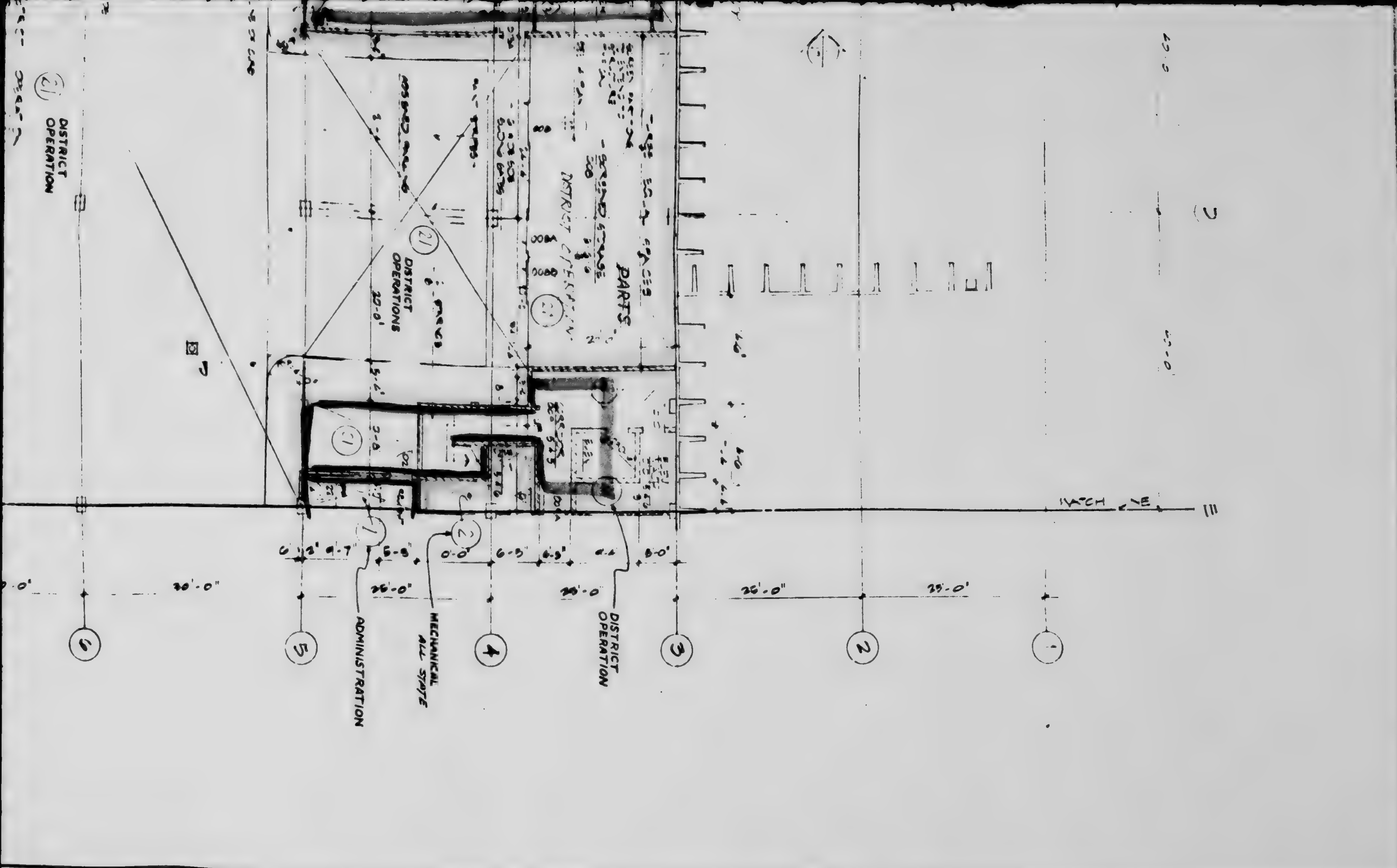
FUNCTIONAL AREA			Dec. 29, 1978 Agreed		FINAL AREAS	FINAL AREAS	@			FINAL AREAS	@				TOTAL AREA		
DISTRICT OPERATIONS		21	35,654		35,654	1,182 PW					2,364				3,546		
						29,399 PW											
						5,073 PM					35,302				69,774		
EXPLOSIVES & FLAMMABLES *		22	400	-400 -831 +1,160 Net +329													
SUBTOTALS			125,682		134,111						51,452				185,563		
	CREDIT FOR FUEL			1,000													
		Ped. & Mechanical			-9,100												
					125,011												
			+Fuel		1,000												
		Compares to	125,682		126,011												
			+329 Net Result														

*Placed in Bulk Storage Paint Locker



A
20-0
MECH 2
20'-0"
5
5'-0"
BUILDING SECTION 1/5
5'-0"
STAIR NO. 2/6
10'-0"
5'-0"
BUILDING SECTION 2/5

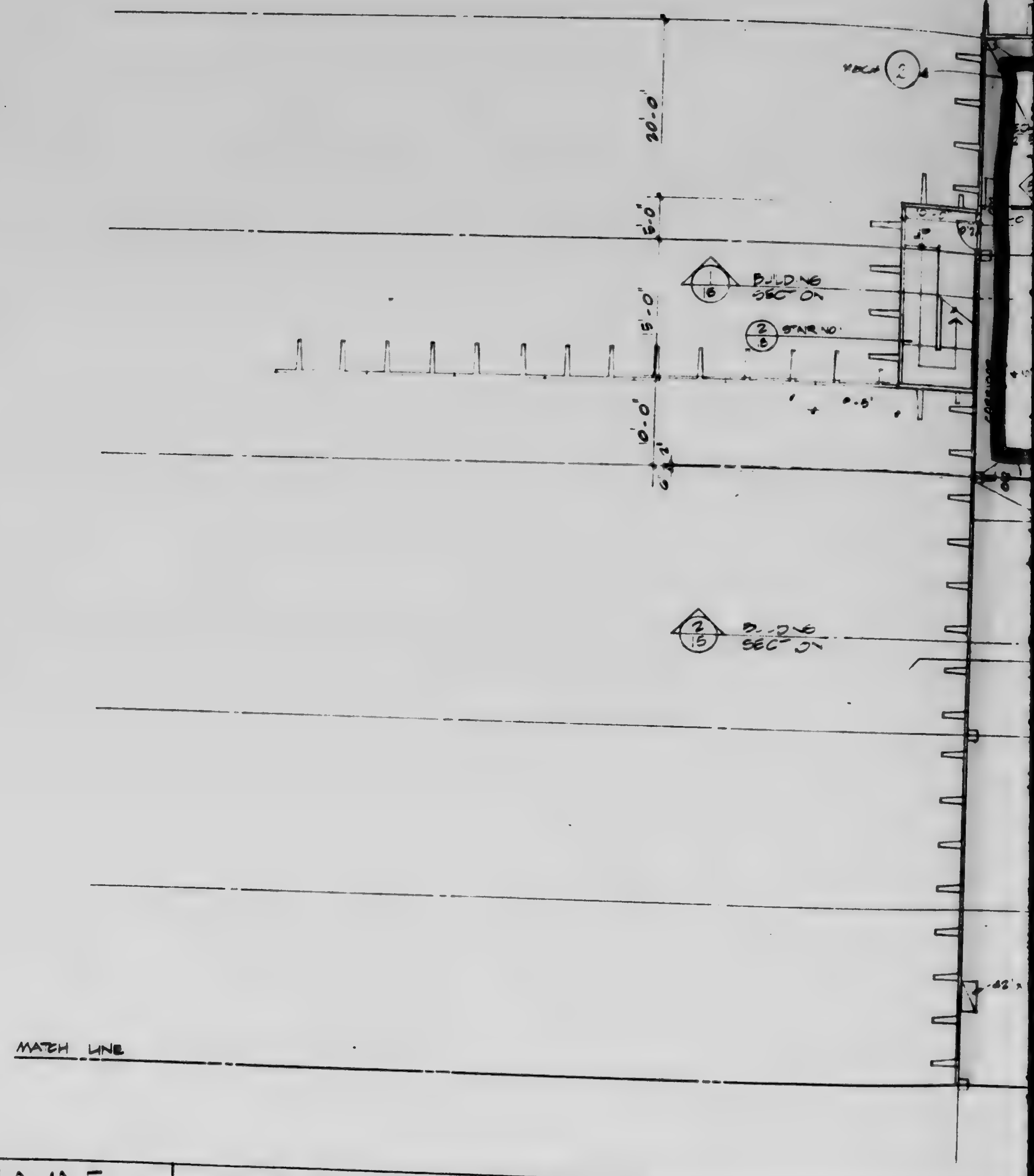

A
B
C
D
20-0
1/3 STATE
2/3 COUNTY
BUILDING SECTION
3
15
CREW ROOM
003
CREW ROOM
004
CREW ROOM
005
DISTRICT OPERATION
OFFICE
OFFICE
OFFICE
TOOL ROOM
TOOL ROOM
TOOL ROOM
TOOL ROOM
CORRIDOR
5
1a
6
15'-0"
5'-0"
10-0
BUILDING SECTION
2
8
STAIR NO.
SCREENED STO
DISTRICT
ASSIGNED PARKING
21
LINE OF CURB
2
15
BUILDING SECTION
BOLLARDS
21
DISTRICT OPERATION


PARTS
DISTRICT OPERATION
21
DISTRICT OPERATIONS
20'-0"
DISTRICT OPERATION
MECHANICAL ALL STATE
ADMINISTRATION
MATCH LINE
1
2
3
4
5
6
25'-0"
25'-0"
25'-0"
25'-0"
30'-0"

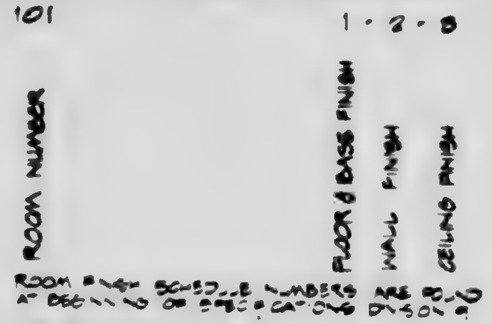
1/8"=1'-0"
JOB NO 9017.05
DATE

County
PERATIONS FACILITY
ty, Oregon

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 S.W. OAK PORTLAND, OREGON 97204


20'-0"
5'-0"
5'-0"
10'-0"
MECH 2
BUILDING SECTION 16
2 6 STAIR NO.
BUILDING SECTION 2 15
CORRIDOR
MATCH LINE

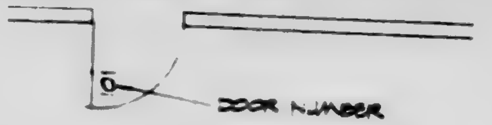
ROOM NAME


101
1 · 2 · 8
ROOM NUMBER
FLOOR & BASE FINISH
WALL FINISH
CEILING FINISH

ROOM FINISH SCHEDULE NUMBERS ARE FOUND AT BEGINNING OF SPECIFICATIONS DIVISION 9.

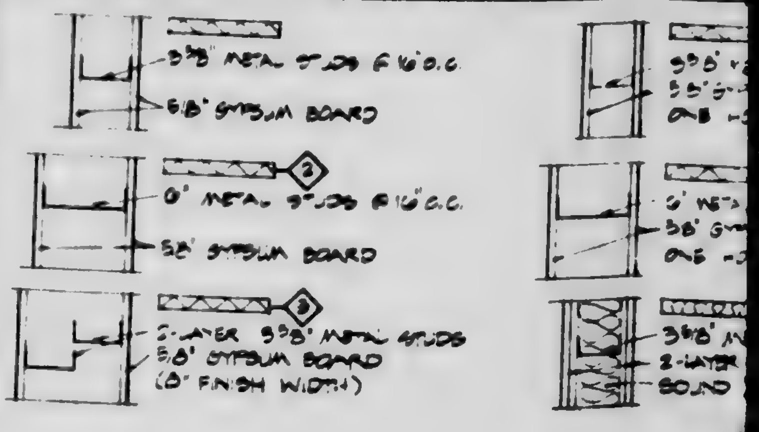
SEE 1/4" PLANS OF STAIRS AND TOILET ROOMS FOR FINISHES IN THOSE AREAS

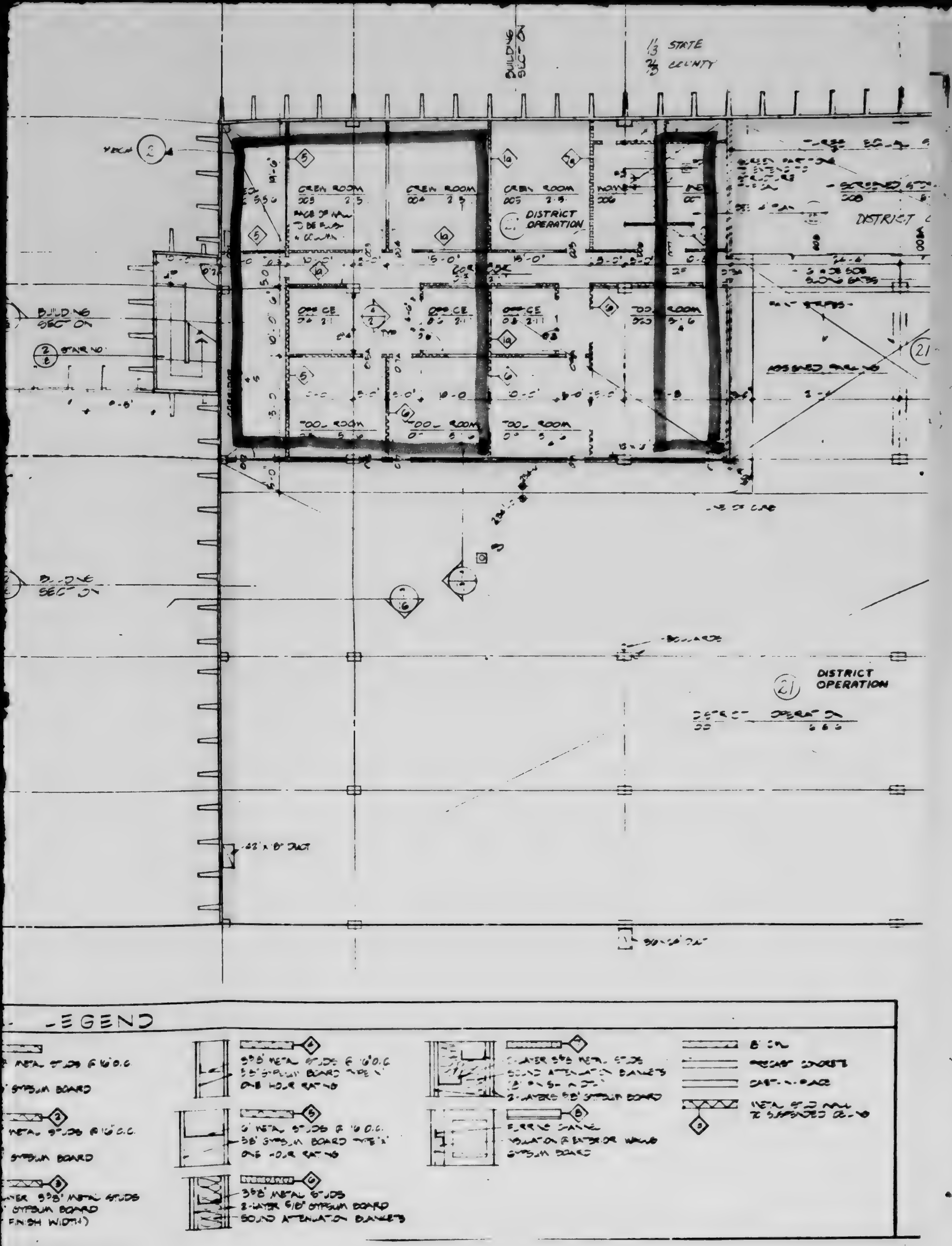
DOOR IDENTIFICATION

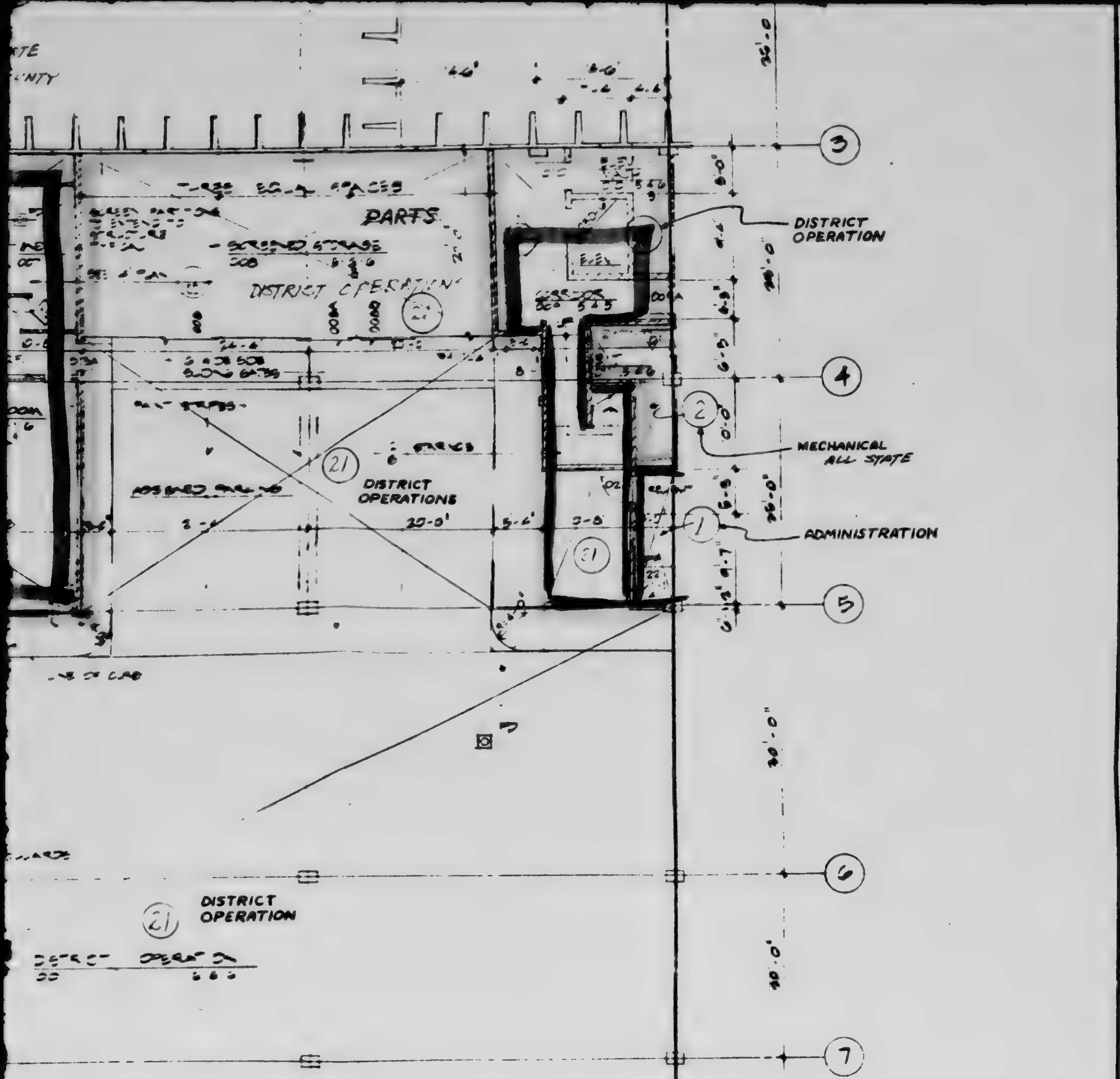

DOOR NUMBER

SEE DOOR SCHEDULE SPECIFICATIONS DIVISION 8 FOR DOOR TYPE FRAME TYPE AND HARDWARE TYPE

WALL LEGEND


3 5/8" METAL STUDS @ 16" O.C.
5/8" GYPSUM BOARD
2
6" METAL STUDS @ 16" O.C.
5/8" GYPSUM BOARD
3
2-LAYER 3 5/8" METAL STUDS
5/8" GYPSUM BOARD
(8" FINISH WIDTH)
2-LAYER
SOUND

1/3 STATE
2/3 COUNTY
BUILDING SEC
MECH
CREW ROOM 003
CREW ROOM 004
CREW ROOM 005
WOMEN 006
FACE OF WALL TO BE FLUSH W COLUMN
DISTRICT OPERATION
DISTRICT
SCREENED STO
15'-0"
CORRIDOR
OFFICE
TOOL ROOM
SLIDING GATES
ASSIGNED PARKING
BUILDING SECTION
STAIR NO
CORRIDOR
LINE OF CURB
BOLLARDS
21
DISTRICT OPERATION
DISTRICT OPERATION
DUCT
LEGEND
METAL STUDS @ 16" O.C.
GYPSUM BOARD
METAL STUDS @ 16" O.C.
GYPSUM BOARD
3 5/8" METAL STUDS
GYPSUM BOARD
FINISH WIDTH)
3 5/8" METAL STUDS @ 16" O.C.
5/8" GYPSUM BOARD TYPE X
ONE HOUR RATING
6" METAL STUDS @ 16" O.C.
5/8" GYPSUM BOARD TYPE X
ONE HOUR RATING
3 5/8" METAL STUDS
2-LAYER 5/8" GYPSUM BOARD
SOUND ATTENUATION BLANKETS
2-LAYER 3 5/8 METAL STUDS
SOUND ATTENUATION BLANKETS
2-LAYERS 5/8" GYPSUM BOARD
FURRING CHANNEL
INSULATION @ EXTERIOR WALLS
GYPSUM BOARD
PRECAST CONCRETE
CAST-IN-PLACE
METAL STUD WALL TO SUSPENDED CEILING


PARTS
DISTRICT OPERATION
DISTRICT OPERATIONS
DISTRICT OPERATION
MECHANICAL ALL STATE
ADMINISTRATION
21
2
1
3
4
5
6
7
8
20'-0"
MATCH LINE
PLAN -BASEMENT (NW)
Z&F 6-6-80

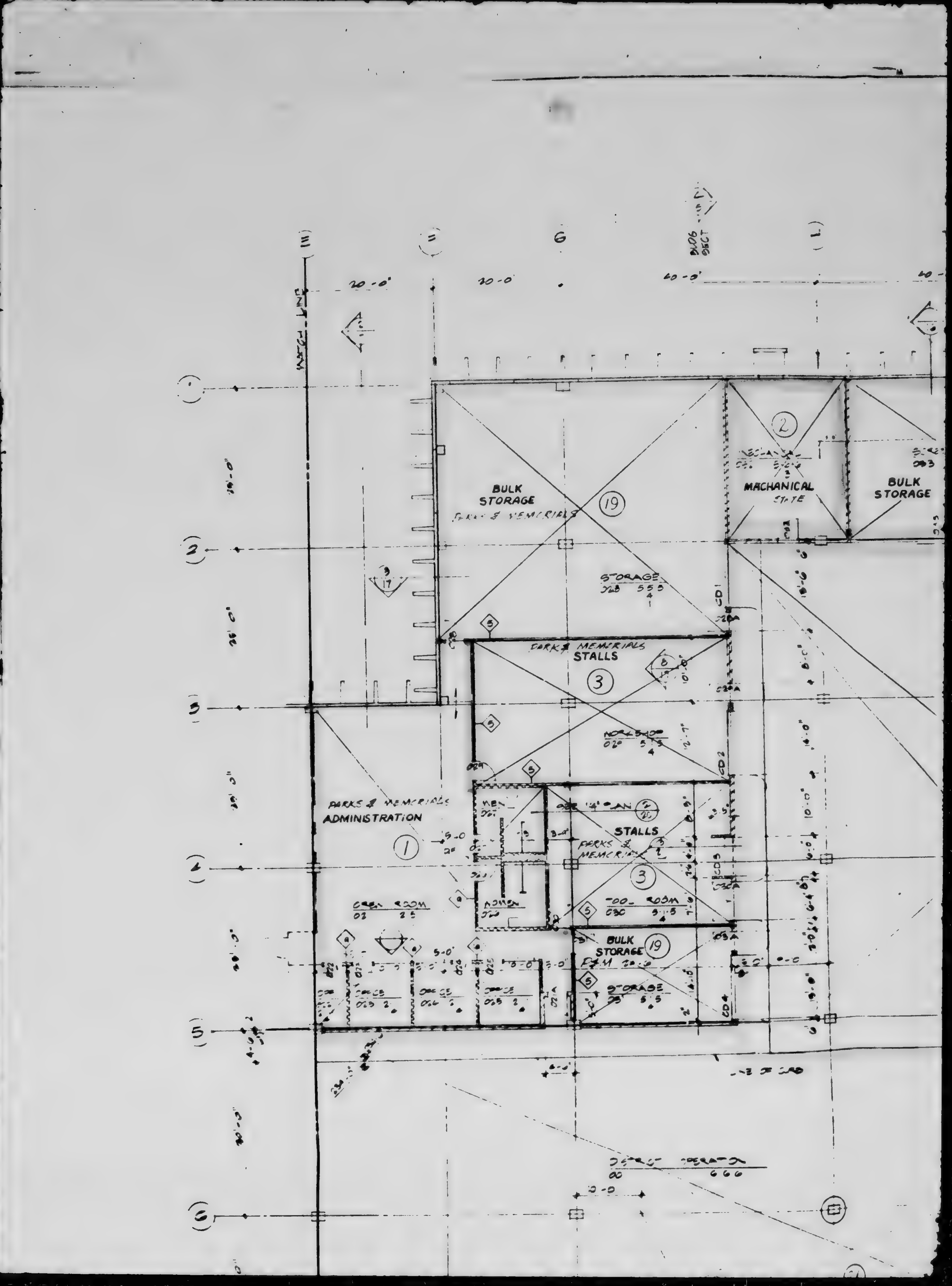
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 221 SW OAK PORTLAND, OREGON 97204

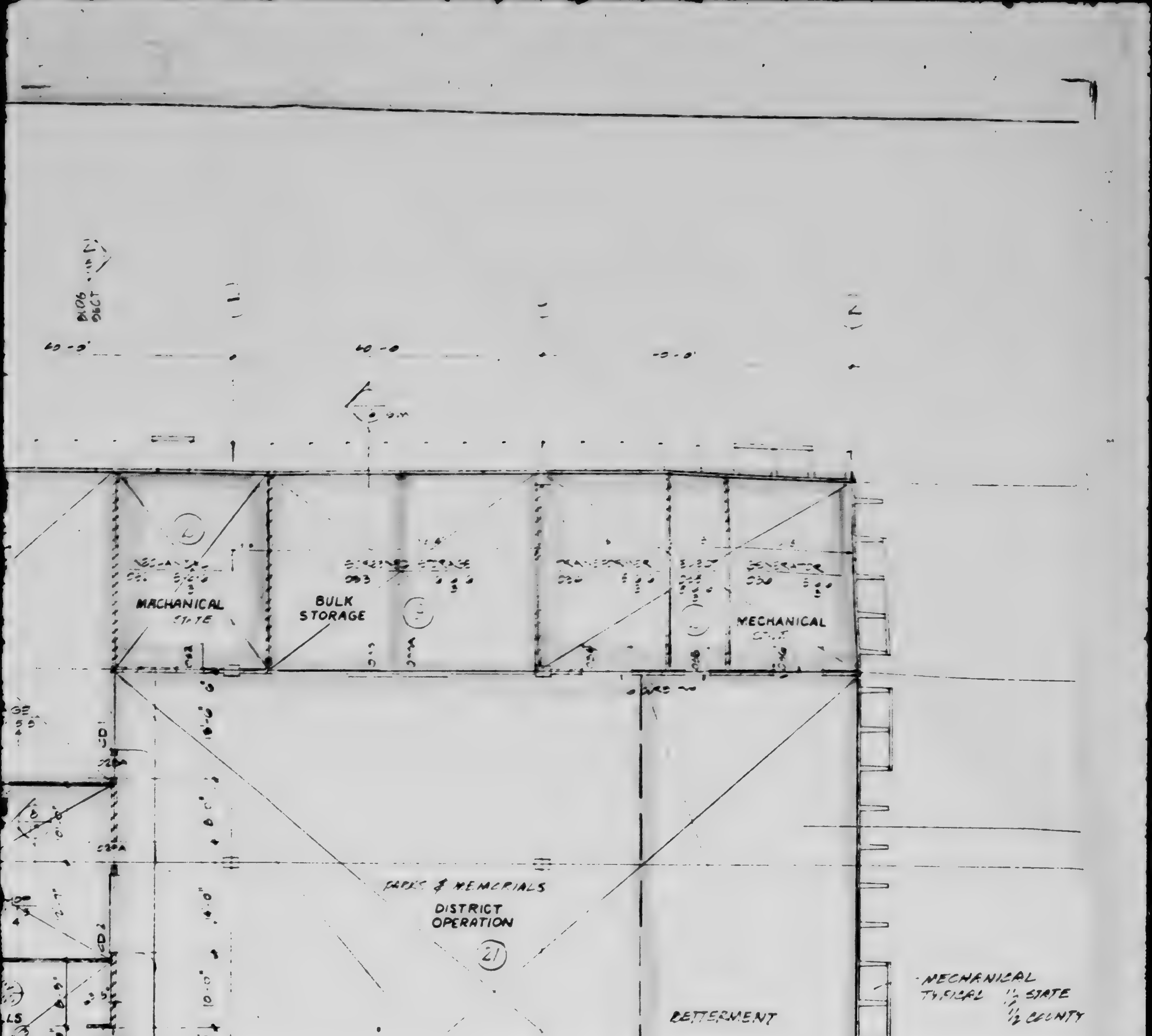
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

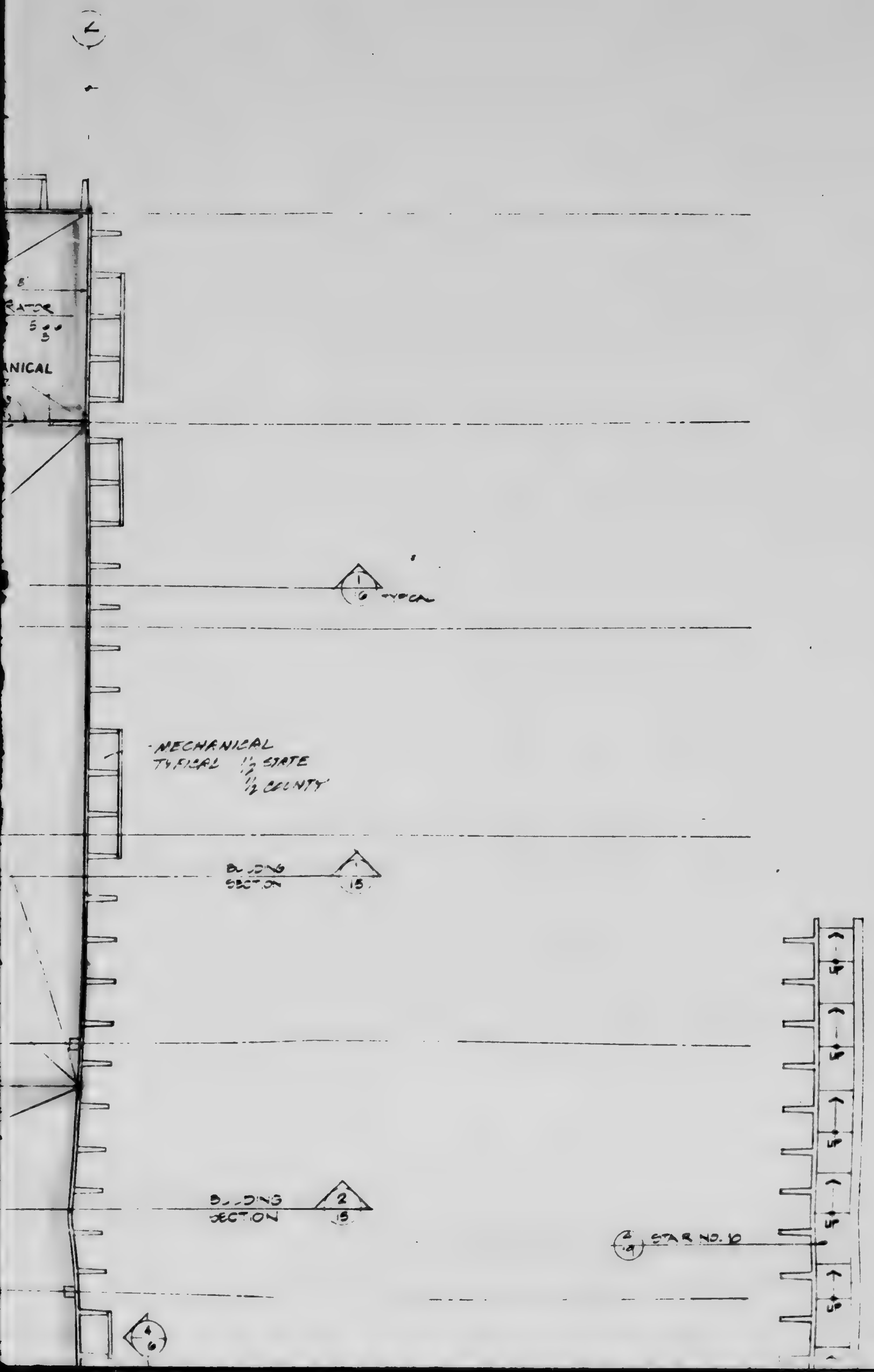
PLAN BASEMENT (NW)

1/8" = 1'-0"

2


MATCH LINE
BLDG SECT
20-0"
20-0
40-0"
BULK STORAGE
PARKS & MEMORIALS
19
2
MACHANICAL
BULK STORAGE
STORAGE
PARKS & MEMORIALS
STALLS
3
WORKSHOP
PARKS & MEMORIALS
ADMINISTRATION
1
MEN
WOMEN
STALLS
PARKS & MEMORIALS
3
TOOL ROOM
BULK STORAGE
19
P & M
STORAGE
OPEN ROOM
OFFICE
OFFICE
OFFICE
CD1
CD2
CD3
CD4
5
LINE OF CURB
DISTRICT OPERATION
666
1
2
3
4
5
6


MACHANICAL
STATE
BULK
STORAGE
TRANSFORMER
GENERATOR
MECHANICAL
PARKS & MEMORIALS
DISTRICT
OPERATION
21
BETTERMENT
19
MECHANICAL
TYPICAL ½ STATE
½ COUNTY
BUILDING
SECTION
CD1
CD2
CD3
CD4
OPERATION
666


7
RATOR
5
3
ANICAL
1
6
TYPICAL
MECHANICAL
TYPICAL ½ STATE
½ COUNTY
BUILDING
SECTION
1
15
BUILDING
SECTION
2
15
STAIR NO. 10
5
4
6

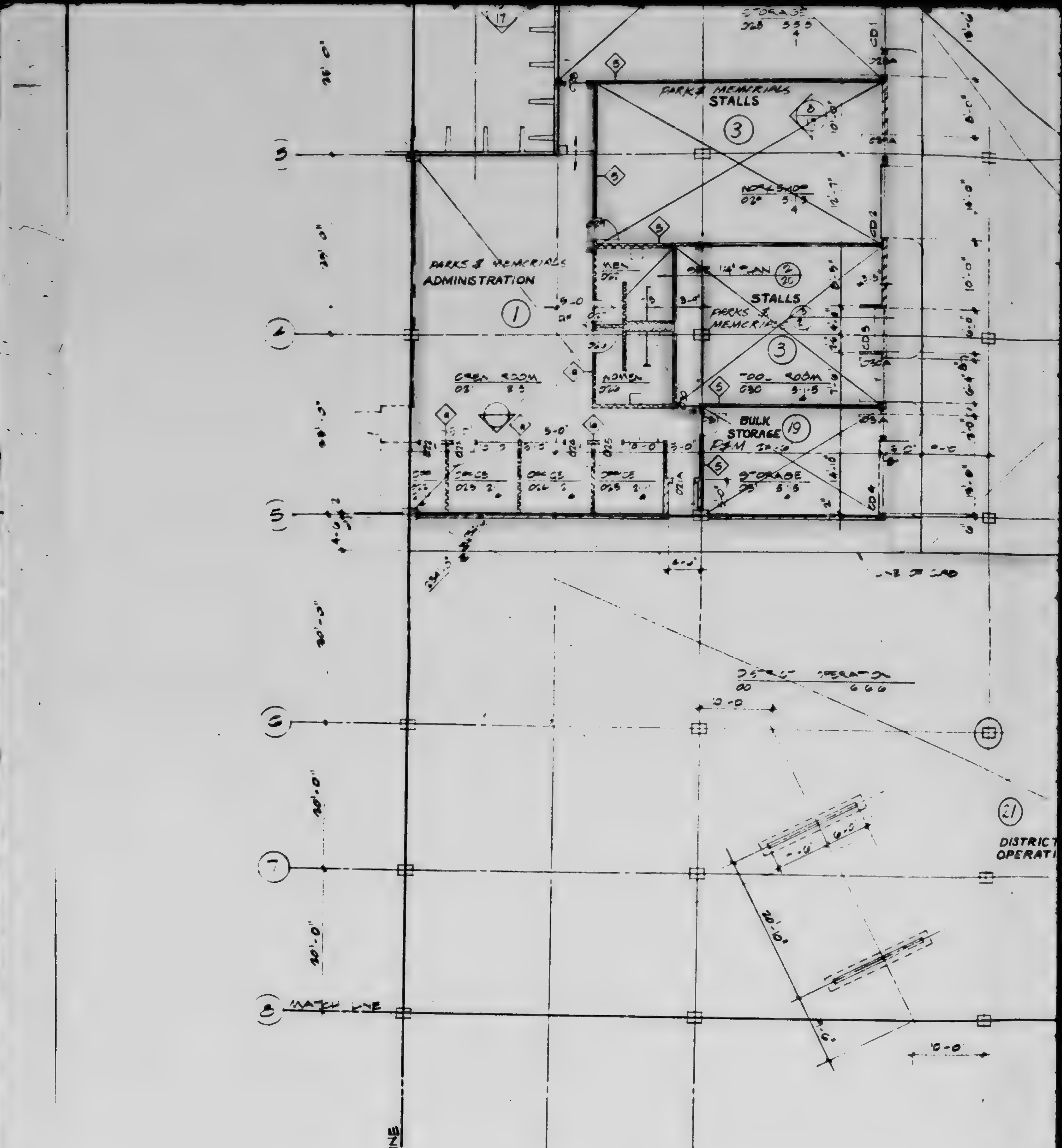
DATE

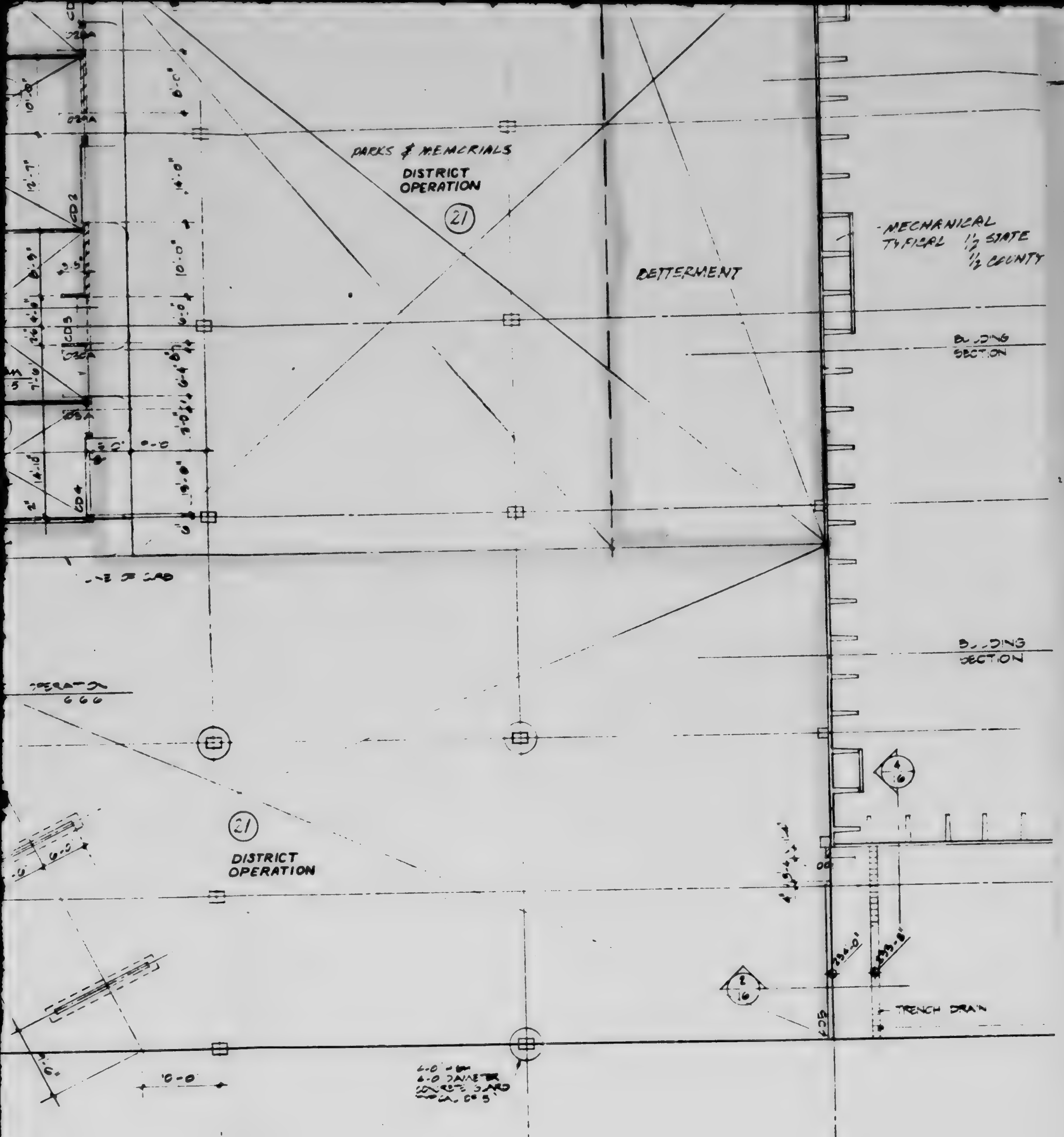
JOB NO. 07-05

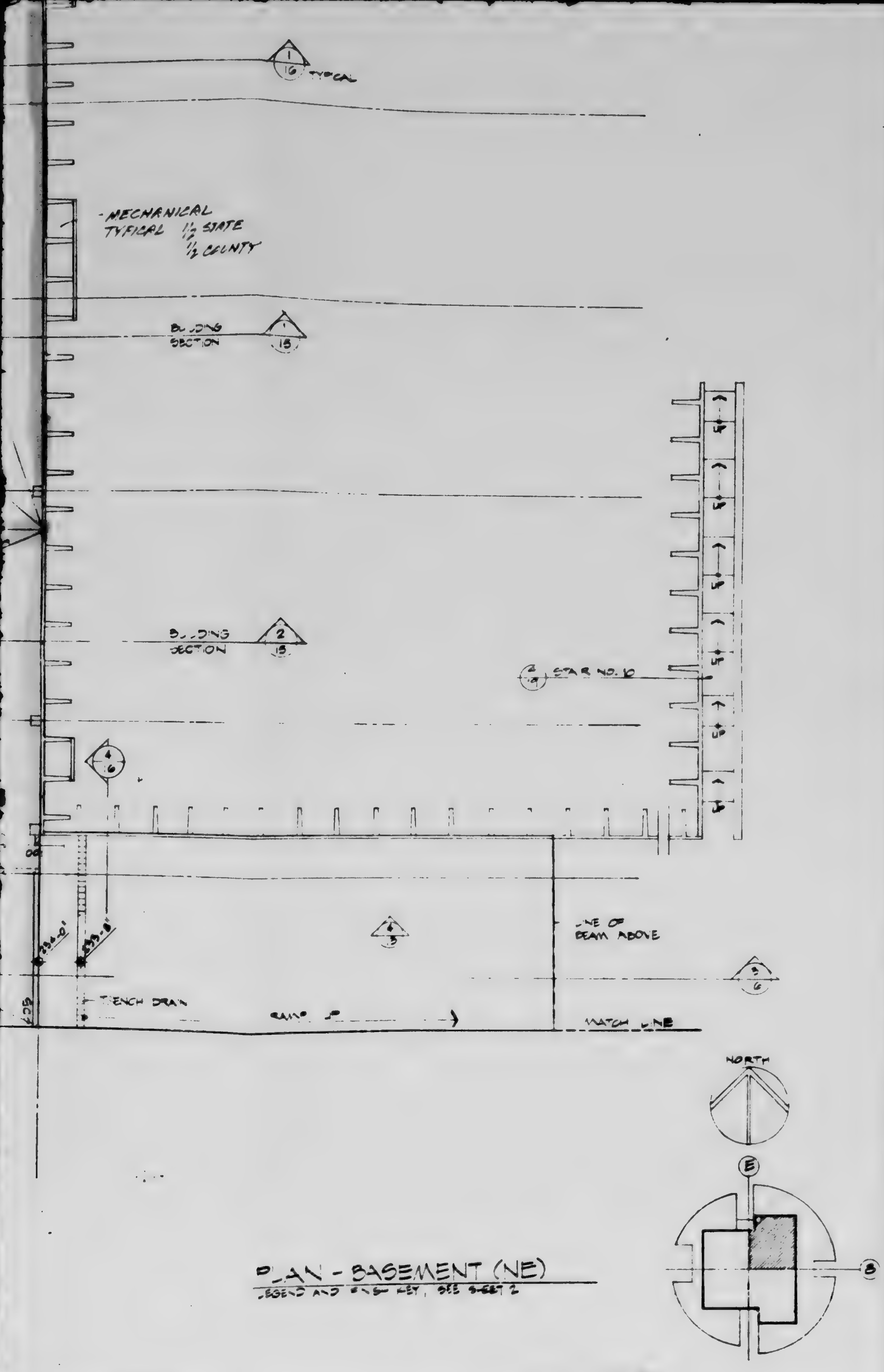
1/8" = 1'-0"

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 S.W. OAK PORTLAND, OREGON 97204

ounty
RATIONS FACILITY
regon


STORAGE
PARKS & MEMORIALS
STALLS
3
WORKSHOP
PARKS & MEMORIALS
ADMINISTRATION
1
MEN
WOMEN
CREW ROOM
OFFICE
OFFICE
OFFICE
STALLS
PARKS & MEMORIALS
3
TOOL ROOM
BULK
STORAGE
19
P&M
STORAGE
DISTRICT OPERATION
21
DISTRICT
OPERATI
MATCH LINE
MATCH LINE
LINE OF GRID
5
4
5
6
7
8
20'-0"
20'-0"
20'-0"
20'-0"
20'-0"
20'-0"
10'-0"
10'-0"
12'-7"
10'-0"
5'-0"
4'-0"
6'-0"
20'-0"
10'-0"
17


PARKS & MEMORIALS
DISTRICT
OPERATION
21
BETTERMENT
MECHANICAL
TYPICAL 1/2 STATE
1/2 COUNTY
BUILDING
SECTION
BUILDING
SECTION
10'-0"
12'-7"
10'-0"
10'-0"
14'-0"
15'-0"
CD3
CD4
21
DISTRICT
OPERATION
4
16
2
16
TRENCH DRAIN
6'-0"
10'-0"
6'-0" DIAMETER
CONCRETE GUARD


1/16 TYPICAL
-MECHANICAL
TYPICAL 1/2 STATE
1/2 COUNTY
BUILDING SECTION
1/15
BUILDING SECTION
2/15
STAIR NO. 10
4/6
LINE OF BEAM ABOVE
TRENCH DRAIN
RAMP UP
MATCH LINE
NORTH
E
B

PLAN - BASEMENT (NE)

LEGEND AND ENG. KEY, SEE SHEET 2

ZGF- 6-6-80

PLAN BASEMENT (NE)

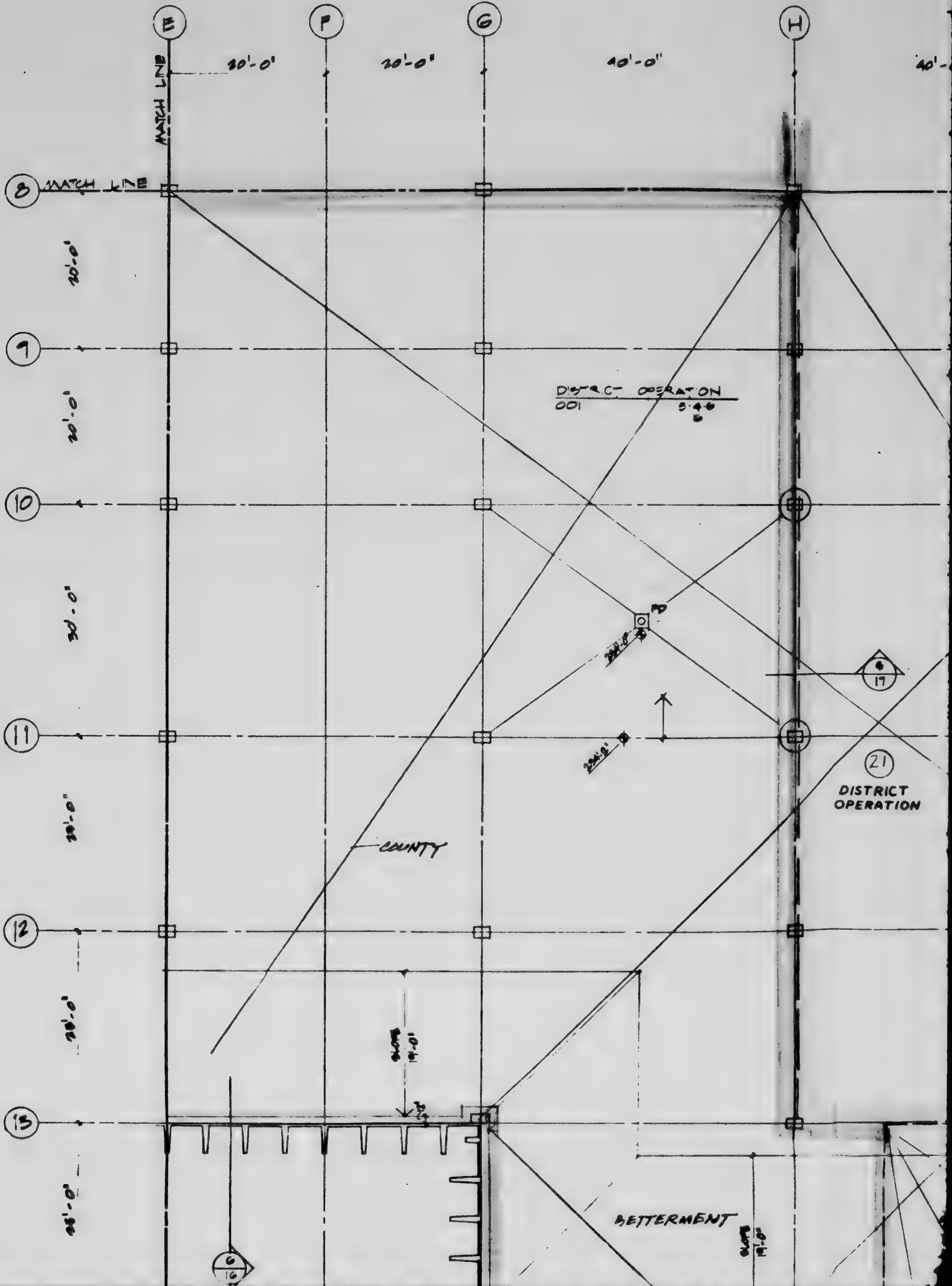
1/8" = 1'-0"

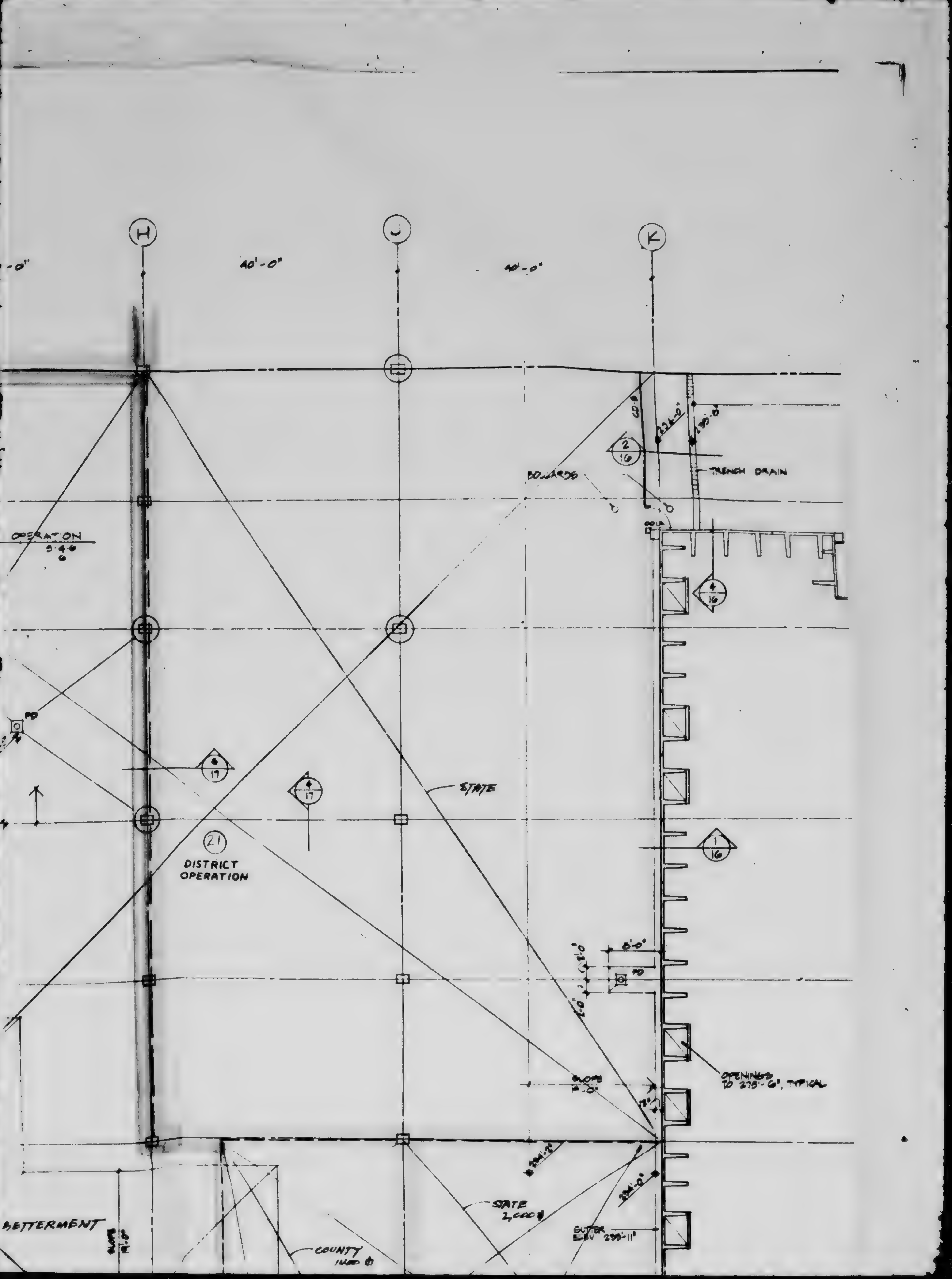
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

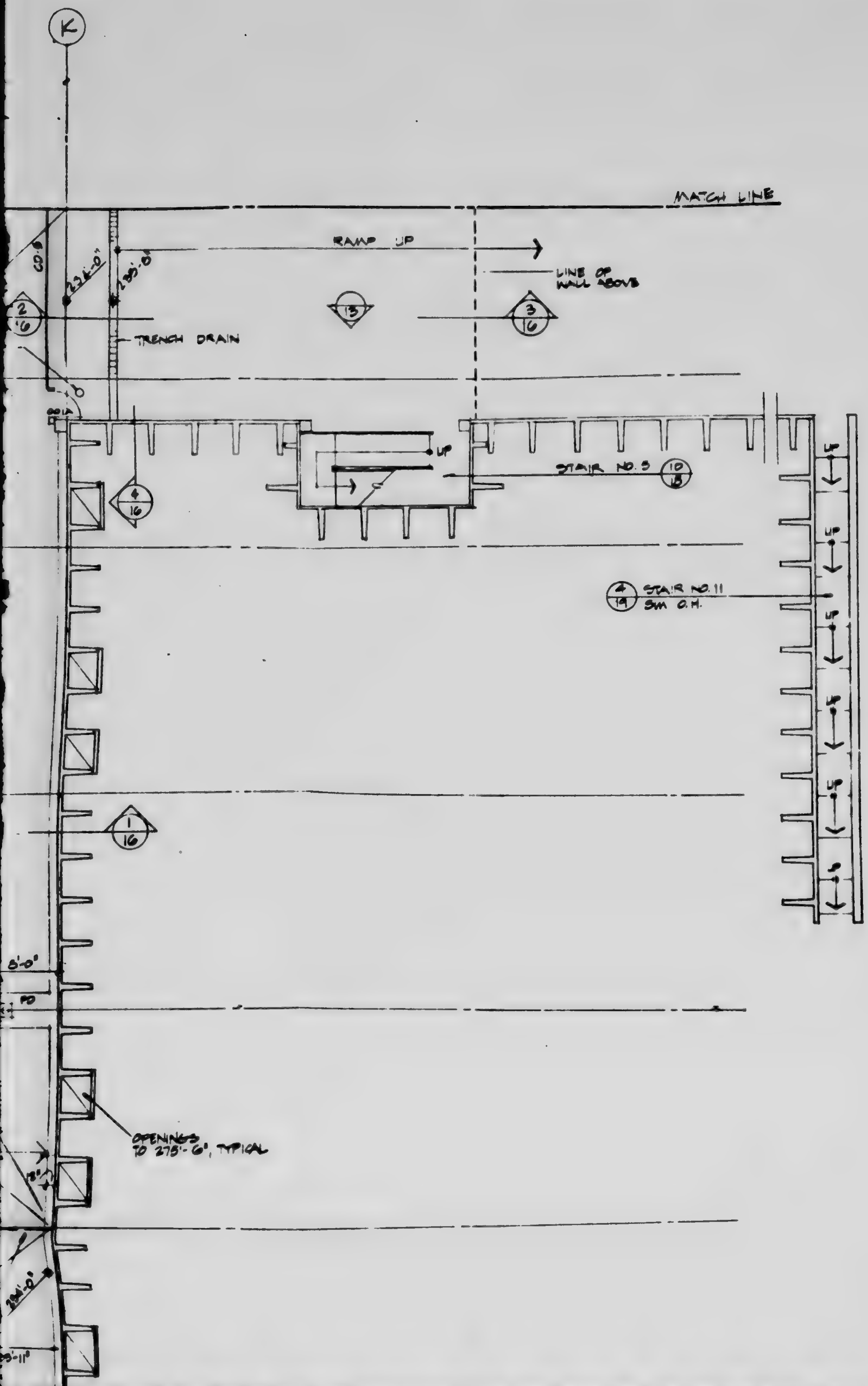
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

3

OF SHEETS


E
F
G
H
20'-0"
20'-0"
40'-0"
40'-
MATCH LINE
8
MATCH LINE
9
10
11
12
13
20'-0"
20'-0"
20'-0"
20'-0"
20'-0"
20'-0"
DISTRICT OPERATION
001
5·4·6
PD
6
17
21
DISTRICT OPERATION
COUNTY
BETTERMENT
6
16


H
J
K
-0"
40'-0"
40'-0"
2
16
BOLLARDS
TRENCH DRAIN
001A
OPERATION
5·4·6
6
4
16
PD
6
17
4
17
STATE
21
DISTRICT
OPERATION
1
16
8'-0"
PD
OPENINGS
TO 275'-6", TYPICAL
SLOPE
GUTTER
ELEV 233'-11"
STATE
2,000#
BETTERMENT
COUNTY
1400#


K
MATCH LINE
RAMP UP
LINE OF WALL ABOVE
234'-0"
233'-0"
2/16
13
3/16
TRENCH DRAIN
UP
STAIR NO. 5
10/18
4/16
4/19
STAIR NO. 11
SIM O.H.
UP
1/16
8'-0"
OPENINGS TO 275'-6", TYPICAL
234'-0"

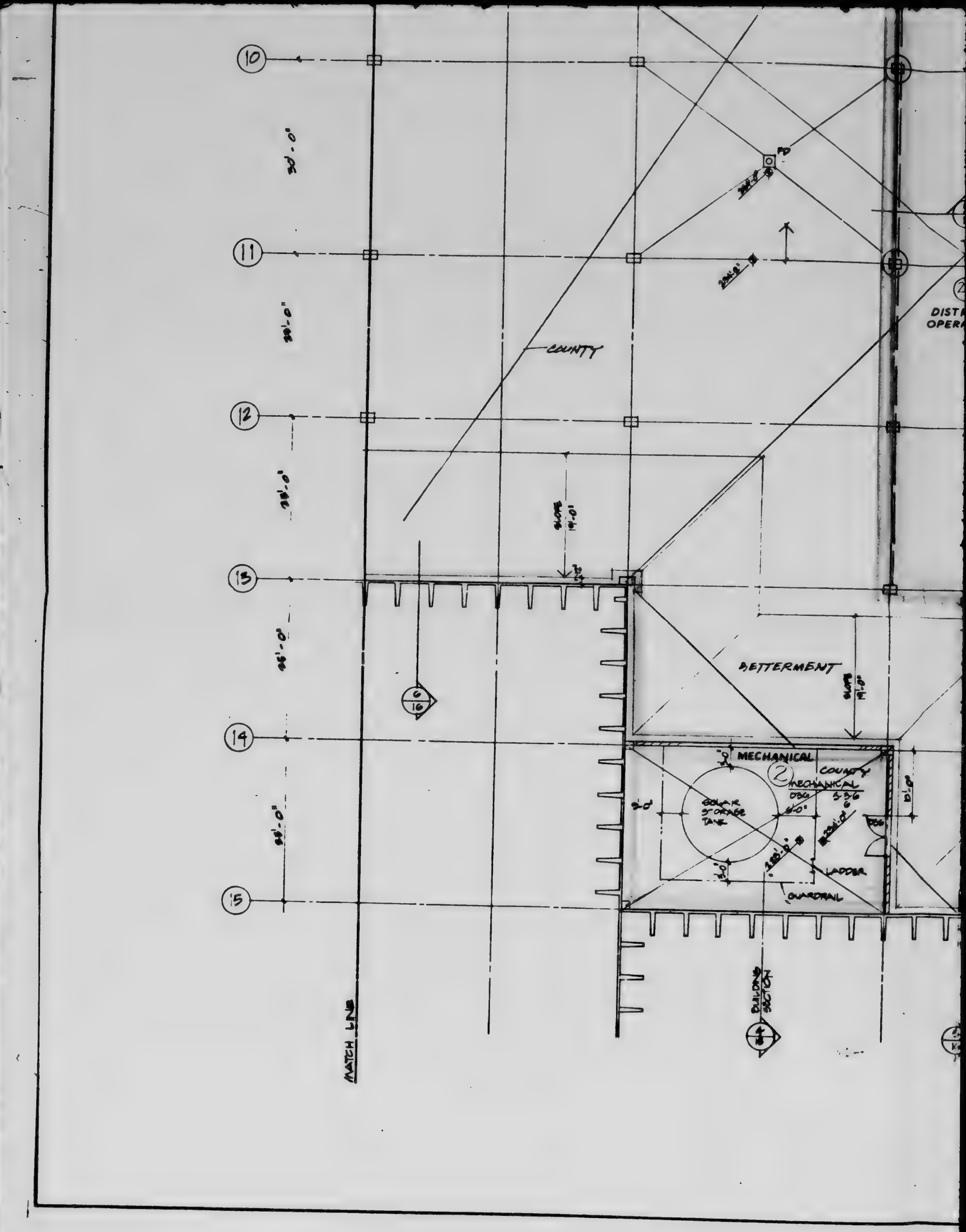
DATE APRIL 29, 1980 ΔREV. MAY 8, 1980

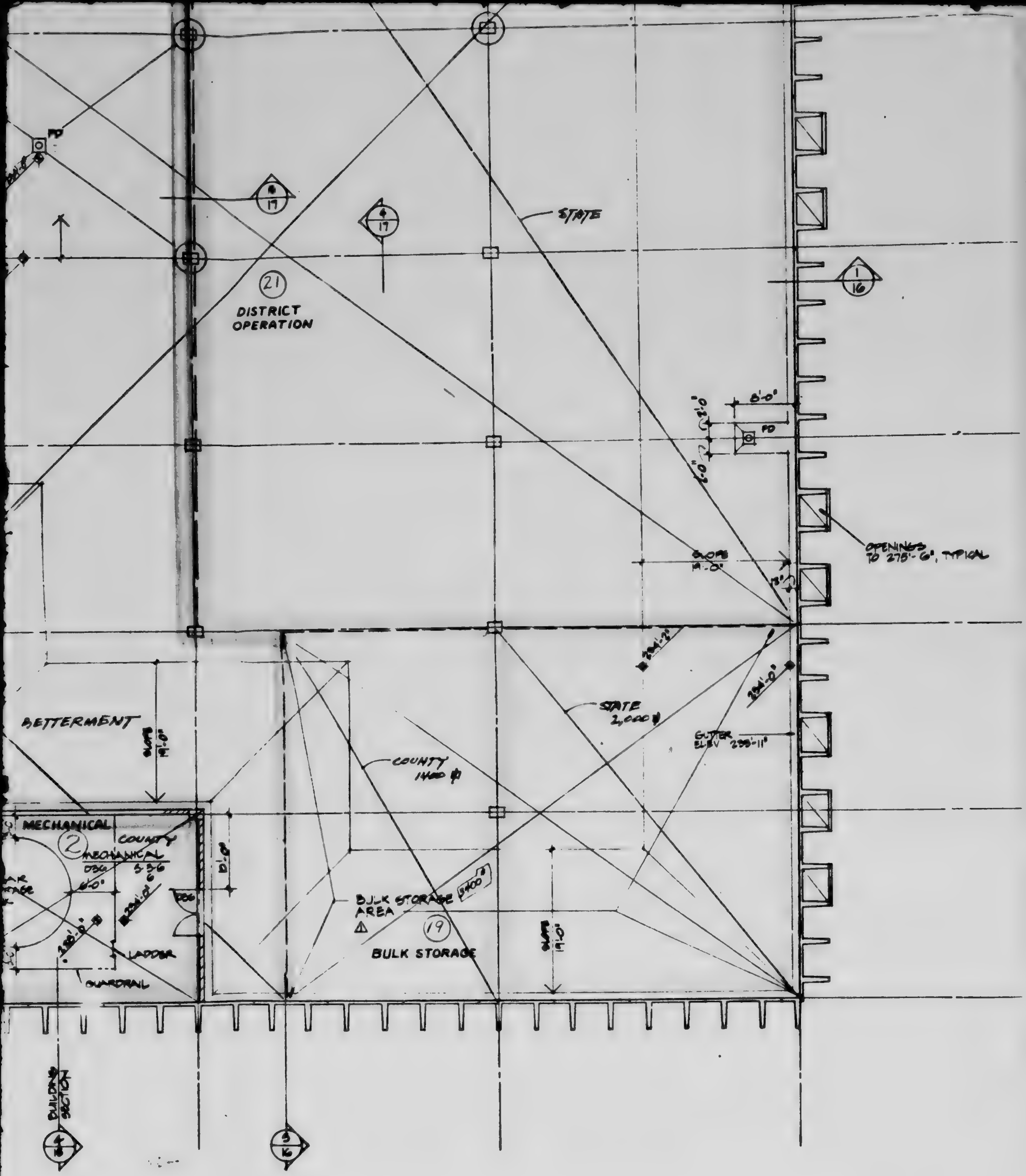
JOB NO 4017-05

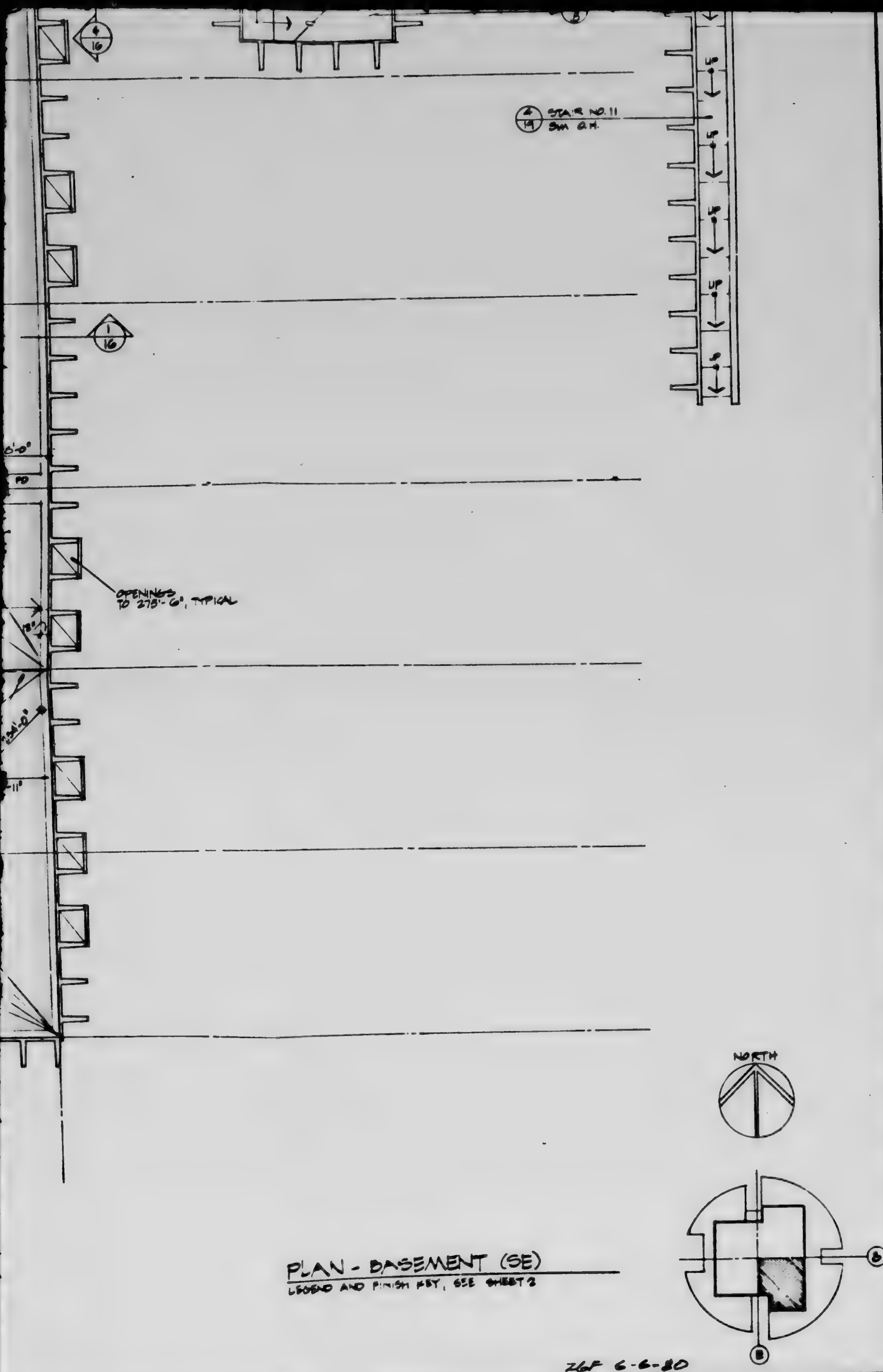
1/8" = 1'-0"

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

County
PERATIONS FACILITY
y, Oregon

10
30'-0"
11
28'-0"
12
28'-0"
13
25'-0"
14
25'-0"
15
COUNTY
SLOPE
BETTERMENT
SLOPE
MECHANICAL
②
COUNTY
MECHANICAL
036
5-36
6
SOLAR
STORAGE
TANK
LADDER
GUARDRAIL
6
16
BUILDING
SECTION
MATCH LINE
DIST
OPER


PD
4
17
4
17
STATE
1
16
21
DISTRICT OPERATION
8'-0"
PD
2'-0"
6'-0"
SLOPE
1'-0"
13'
OPENINGS TO 275'-6", TYPICAL
284'-2"
284'-0"
STATE 2,000 #
GUTTER ELEV 285'-11"
BETTERMENT
SLOPE 1'-0"
COUNTY 1400 #
MECHANICAL
2
COUNTY MECHANICAL
036
3-3-6 6
6'-0"
10'-0"
BULK STORAGE AREA 3400 #
⚠
19
BULK STORAGE
SLOPE 1'-0"
LADDER
GUARDRAIL
BUILDING SECTION
4
16
3
16


4
16
4
19
STAIR NO. 11
SIM O.H.
UP
UP
UP
UP
1
16
0'-0"
PO
OPENINGS
TO 275'-6", TYPICAL
18"
11"
NORTH
B
B

PLAN - BASEMENT (SE)

LEGEND AND FINISH KEY, SEE SHEET 2

ZGF 6-6-80

1/8" = 1'-0"

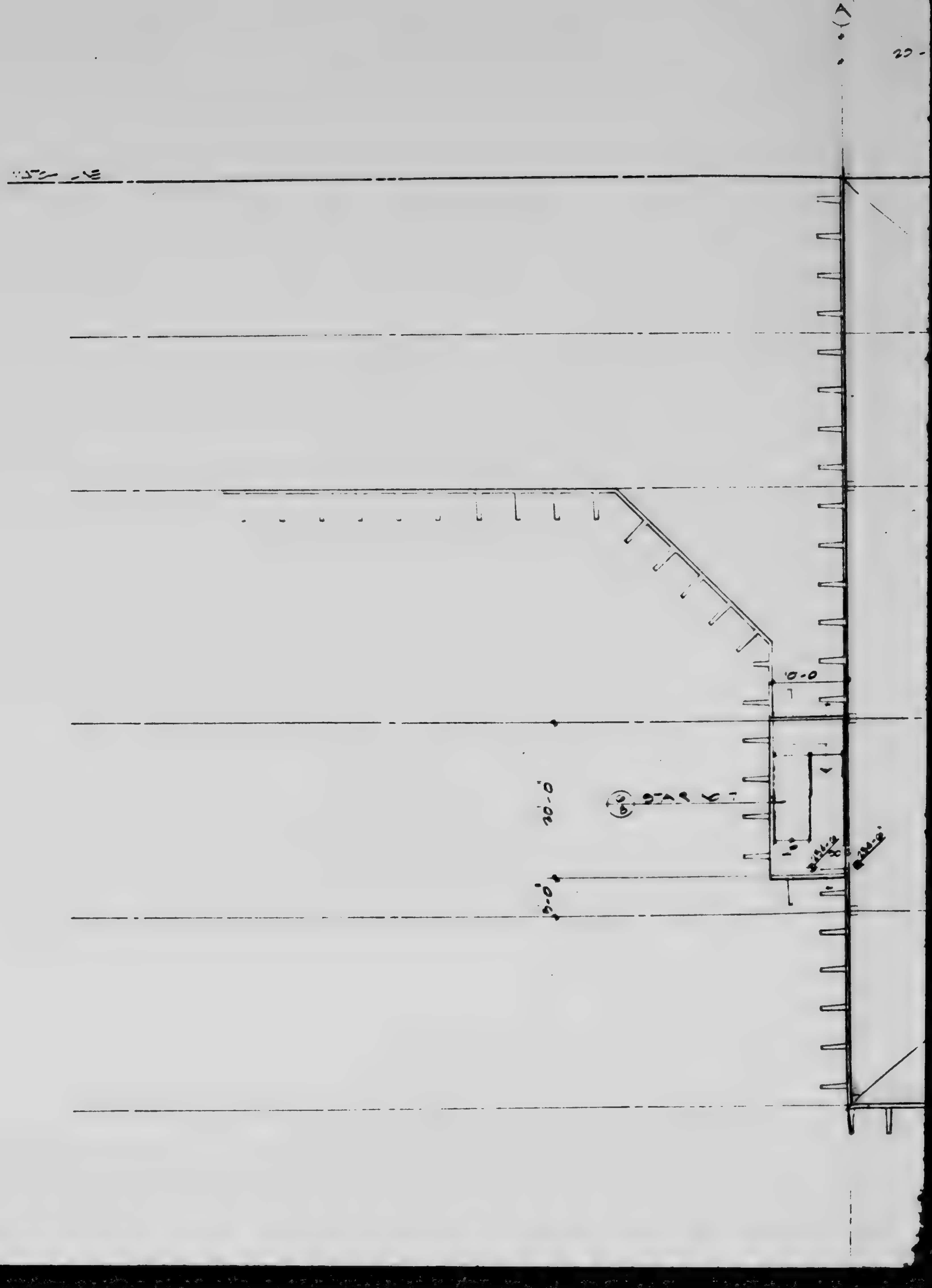
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

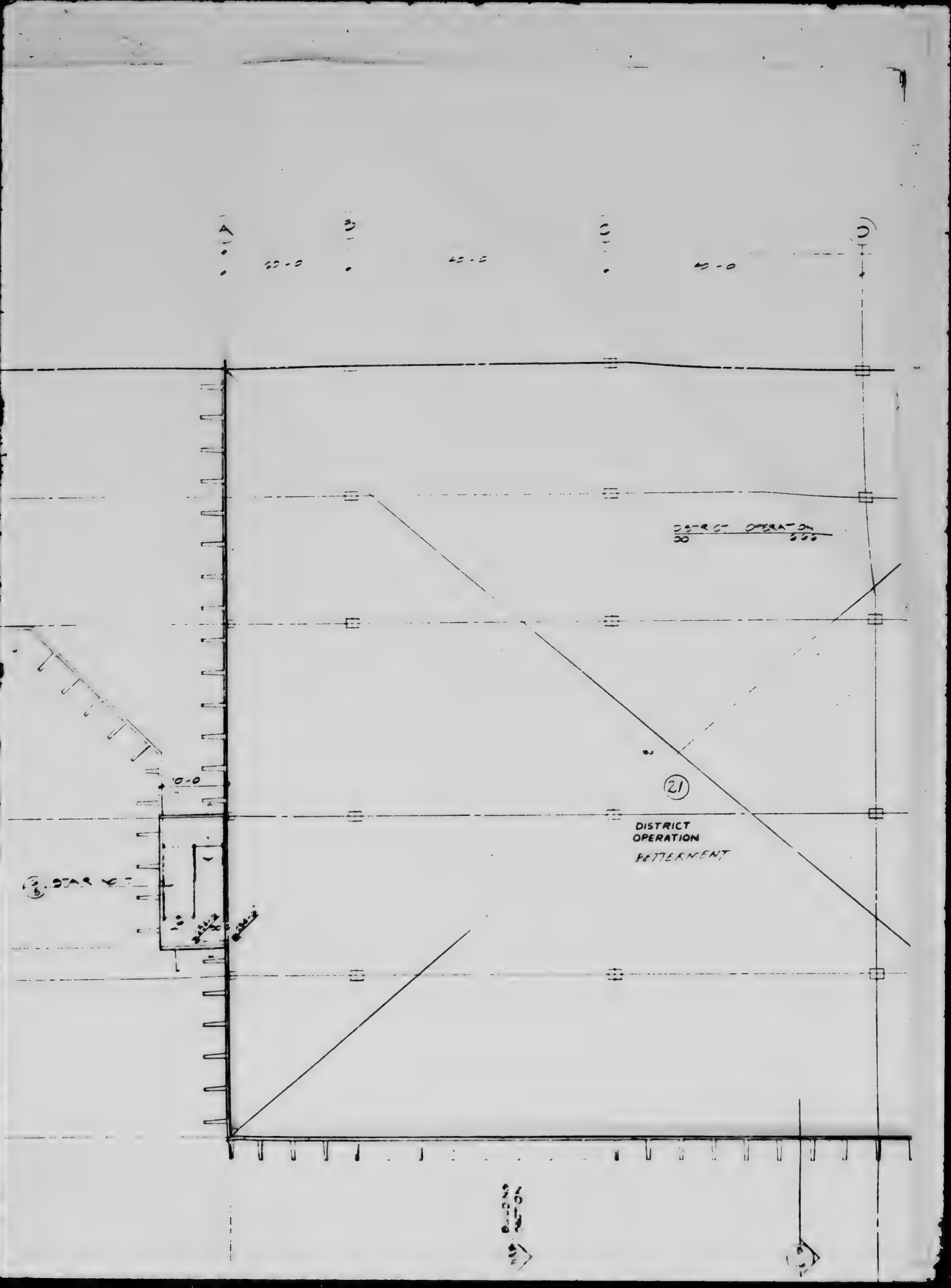
PLAN BASEMENT (SE)

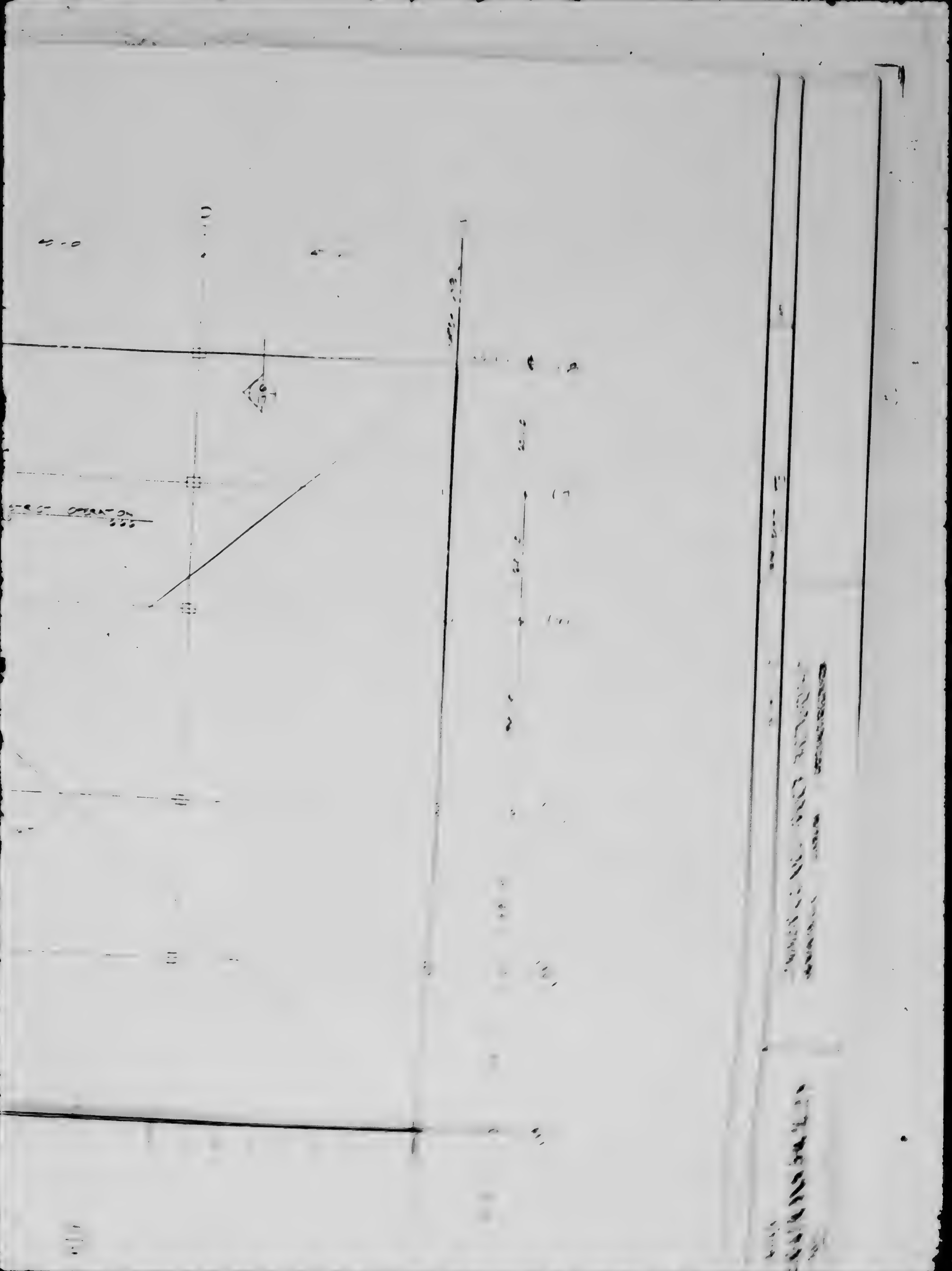
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

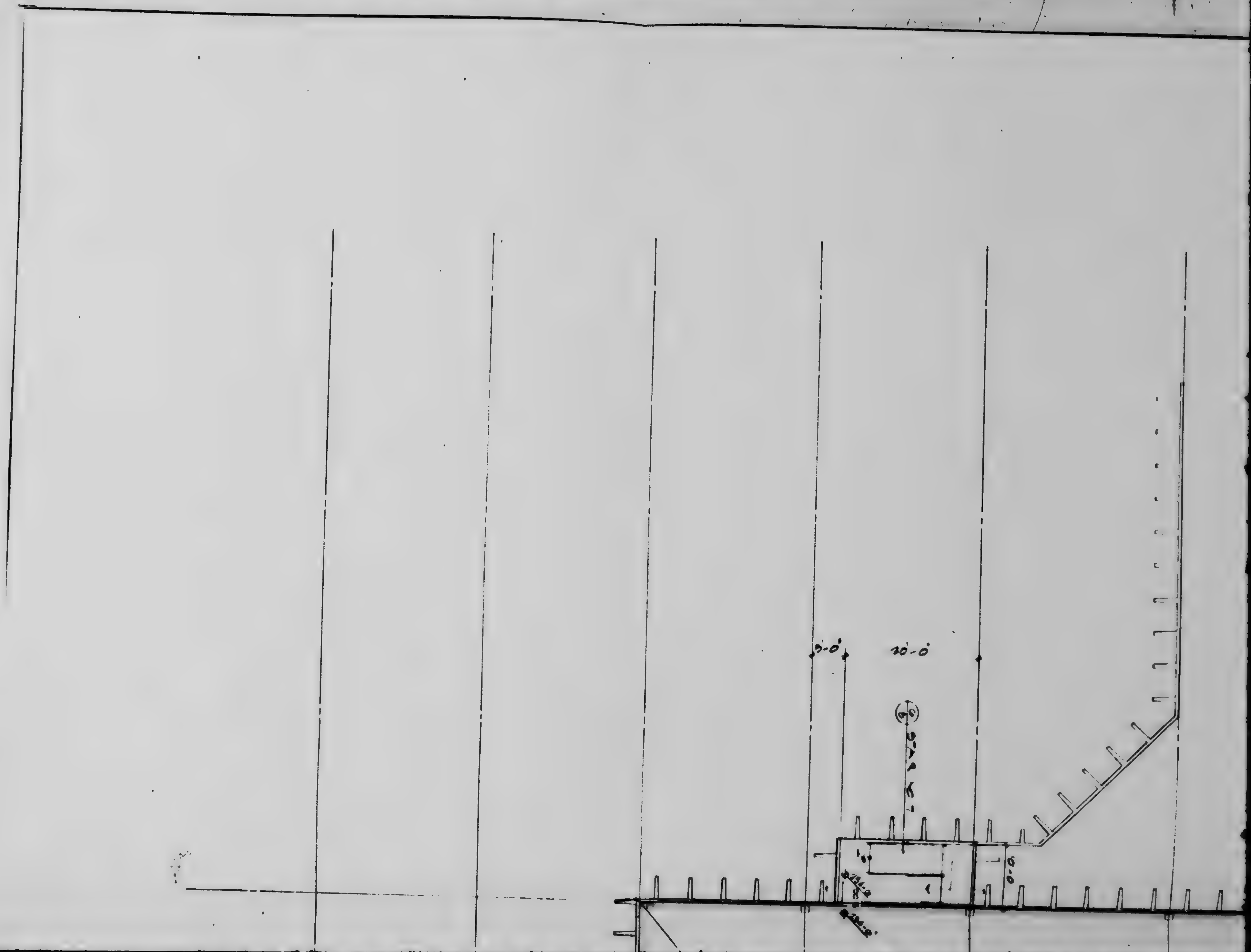
REGISTERED ARCHITECT
ROBERT J. FRASCA
STATE OF OREGON

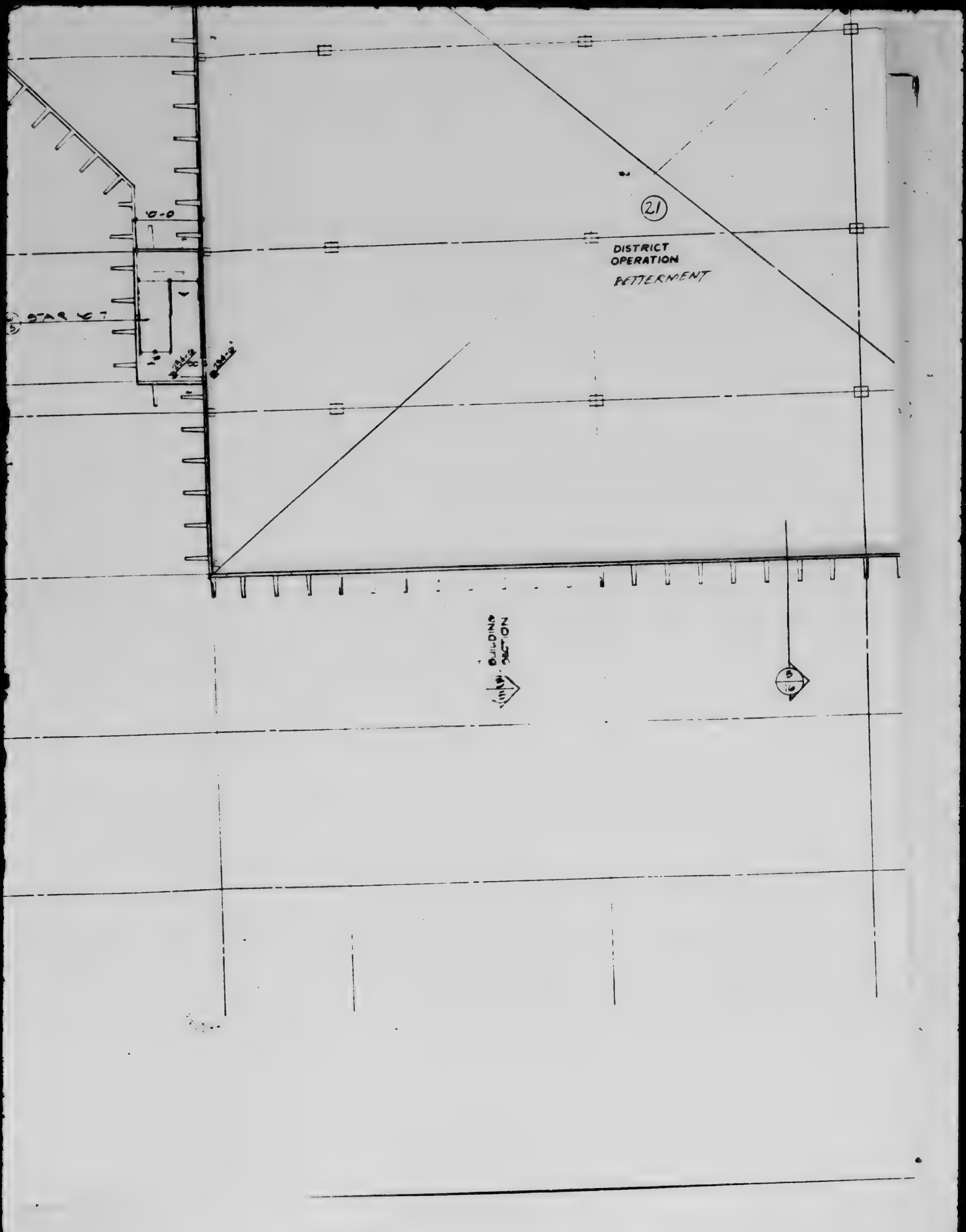
4
OF 33 SHEETS

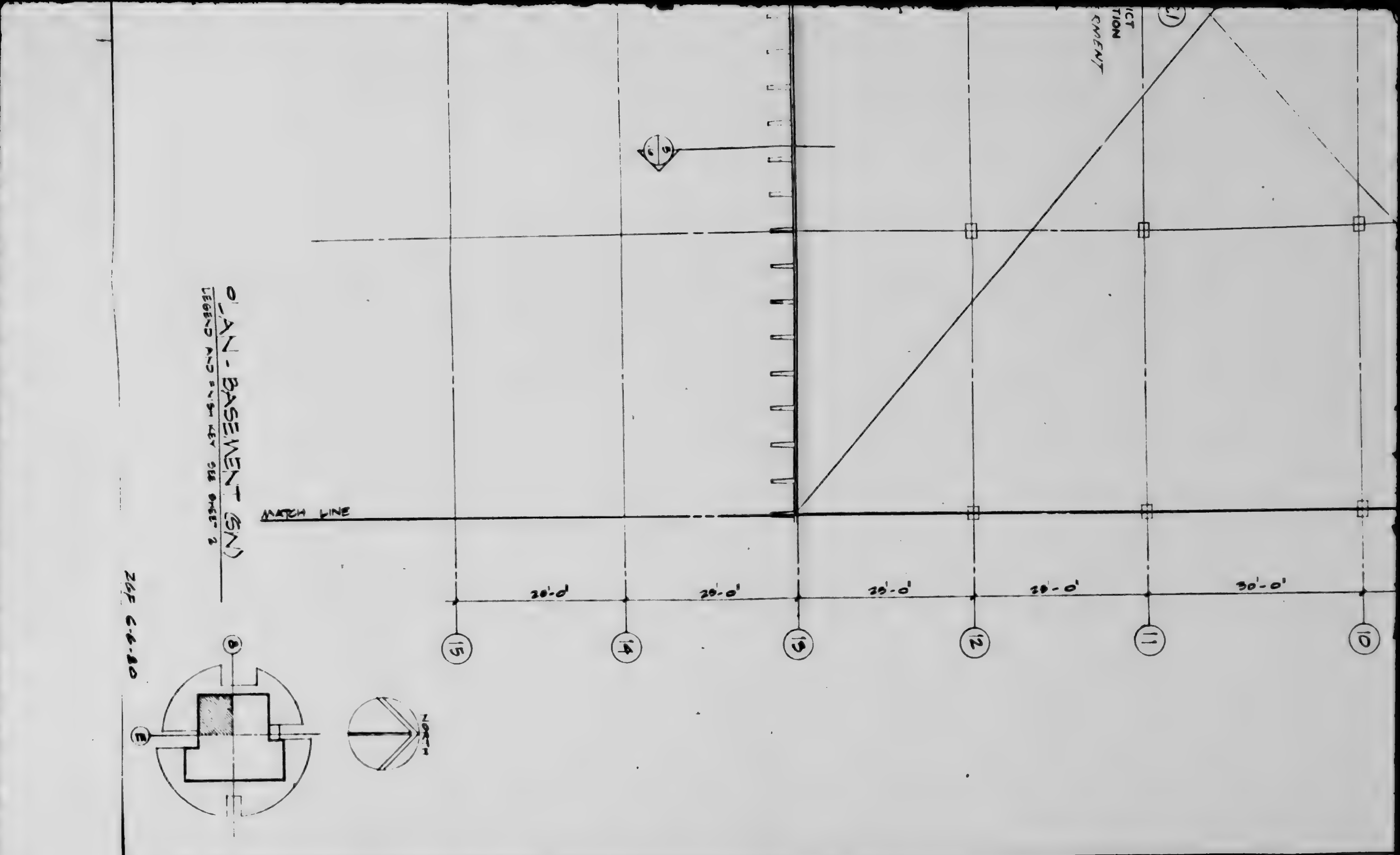

A
20'-0"
STAIR NO 1
5'-0"


A
B
C
D
40-0
40-0
40-0
DISTRICT OPERATION
21
DISTRICT
OPERATION
BETTERMENT
10-0


OPERATION


5'-0"
20'-0"
0'-0


0-0
21
DISTRICT
OPERATION
BETTERMENT
BUILDING
SECTION
5
16


ICT
TION
RMENT
MATCH LINE
20'-0"
20'-0"
20'-0"
20'-0"
30'-0"
15
14
13
12
11
10
NORTH
8
E
PLAN - BASEMENT (SW)
LEGEND AND FINISH KEY SEE SHEET 2
ZGF 6-6-80

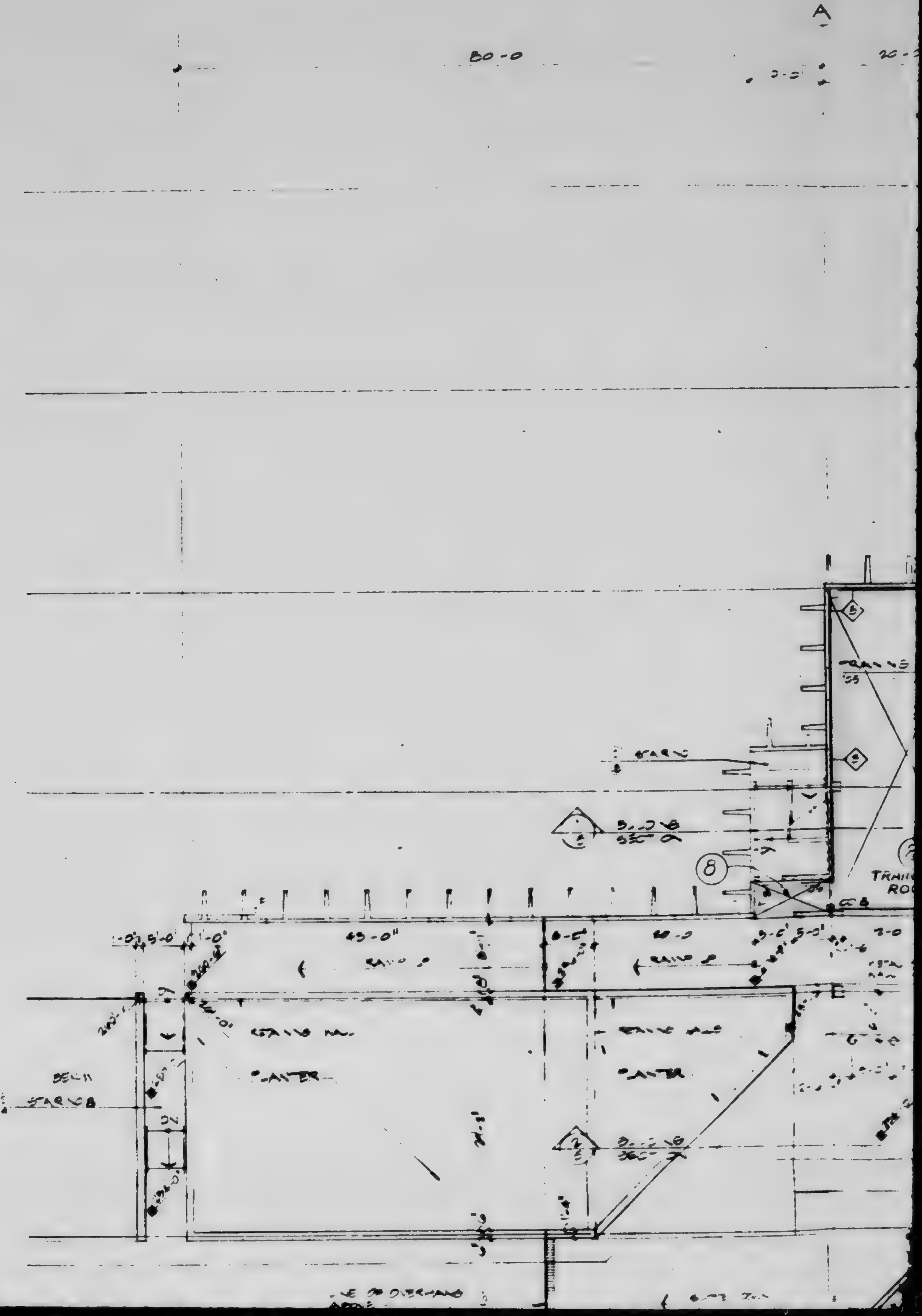
PLAN, BASEMENT (SW)

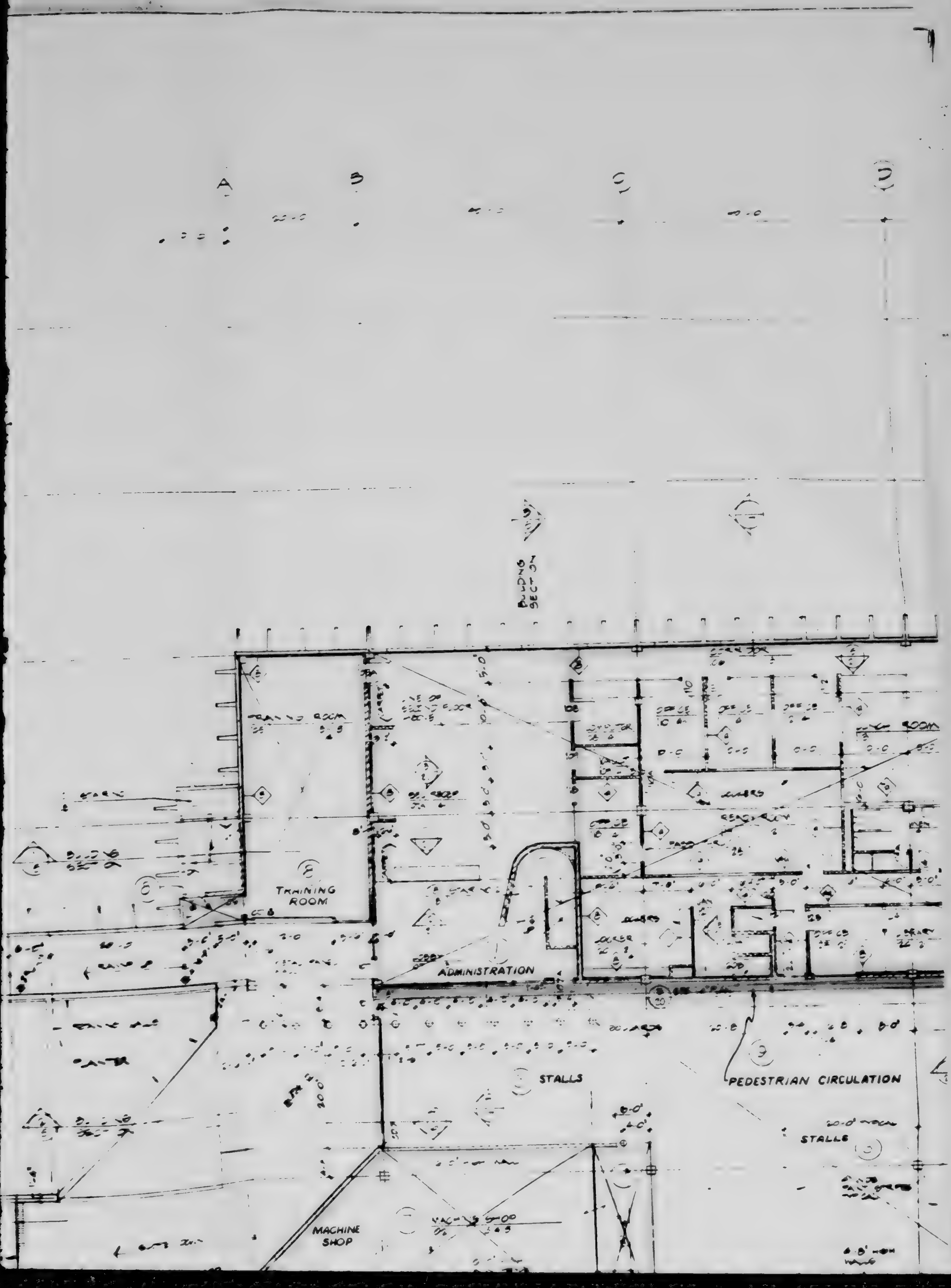
1/8" = 1'-0"

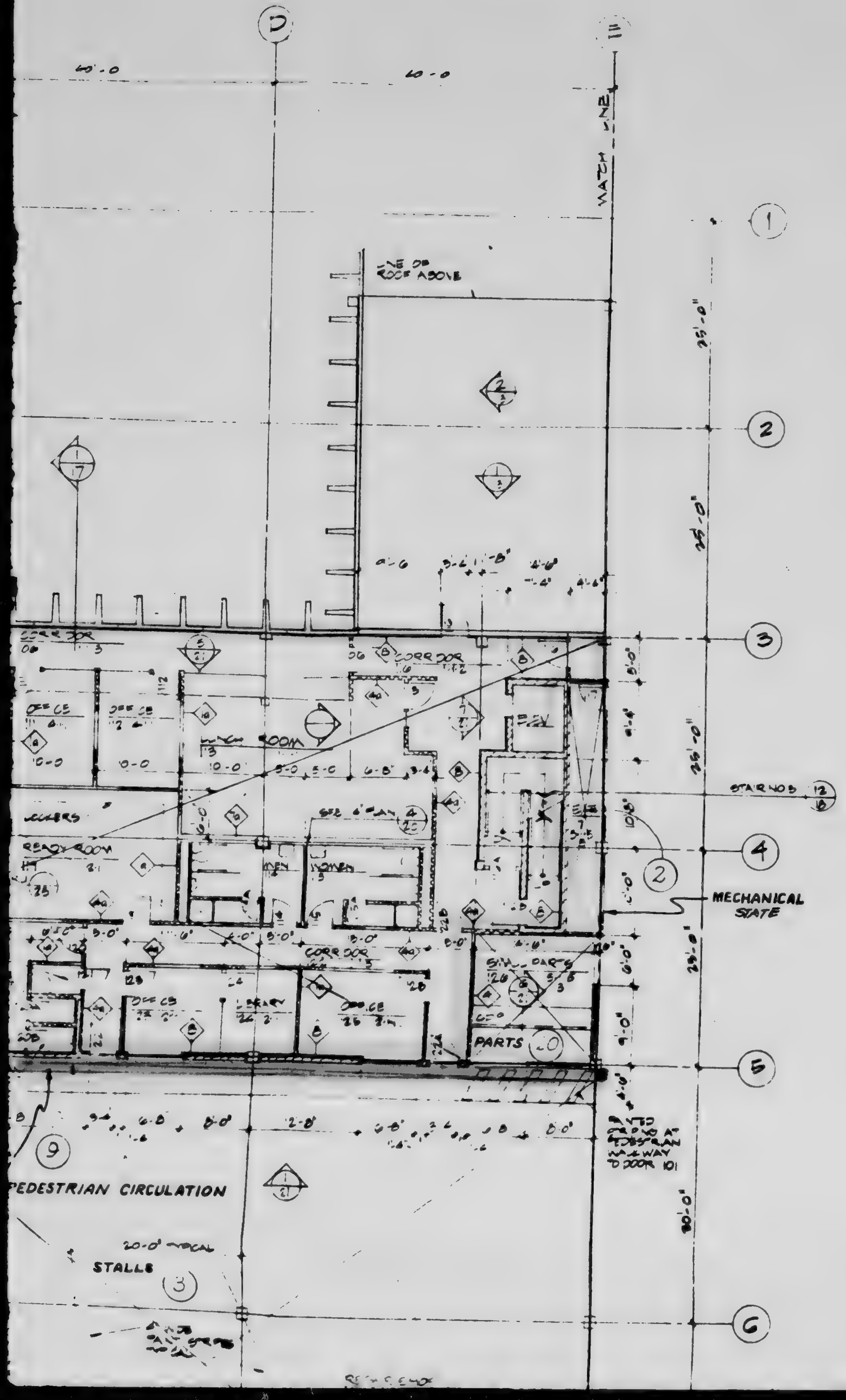
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 S.W. OAK PORTLAND, OREGON 97204

5
OF SHEETS


A
80-0
8
TRAI
RO
45-0"
5'-0"
1'-0"
PLANTER
PLANTER
BENCH


A
B
C
BUILDING SECTION
TRAINING ROOM
ADMINISTRATION
STALLS
PEDESTRIAN CIRCULATION
STALLS
MACHINE SHOP



11
40'-0
40'-0
WATCH LINE
1
LINE OF ROOF ABOVE
25'-0"
2
2
3
1
3
1
17
25'-0"
3
CORRIDOR
OFFICE
OFFICE
LUNCH ROOM
CORRIDOR
ELEV
25'-0"
STAIR NO 3
12
LOCKERS
READY ROOM
SEE 1/4" PLAN
4
25
MEN
WOMEN
4
2
MECHANICAL STATE
CORRIDOR
OFFICES
LIBRARY
OFFICE
SMALL PARTS
PARTS
25'-0"
5
9
PEDESTRIAN CIRCULATION
1
21
20'-0" TYPICAL
STALLS
3
30'-0"
6

unty

ATIONS FACILITY

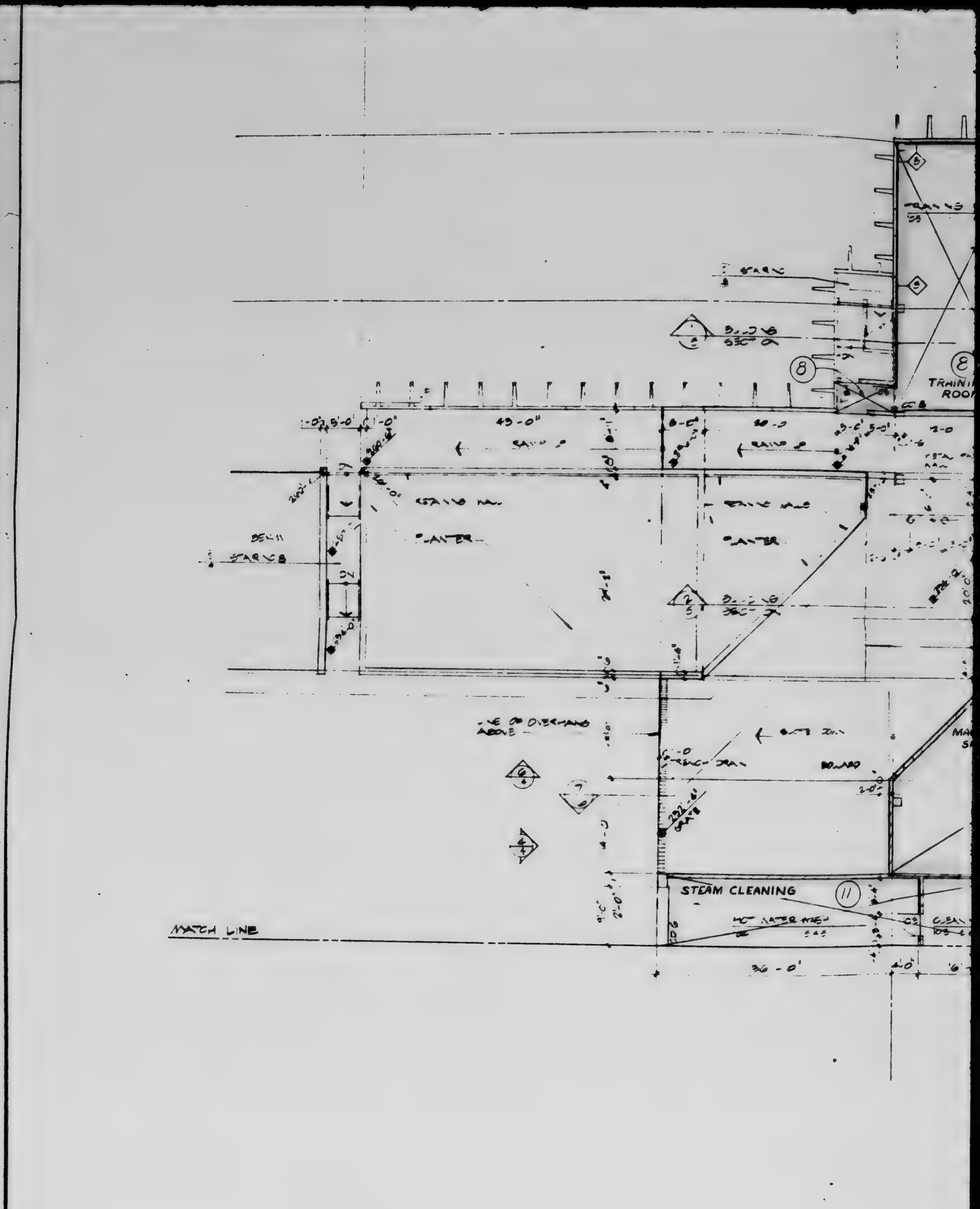
ZIMMER·GUNSUL·FRASCA PARTNERSHIP

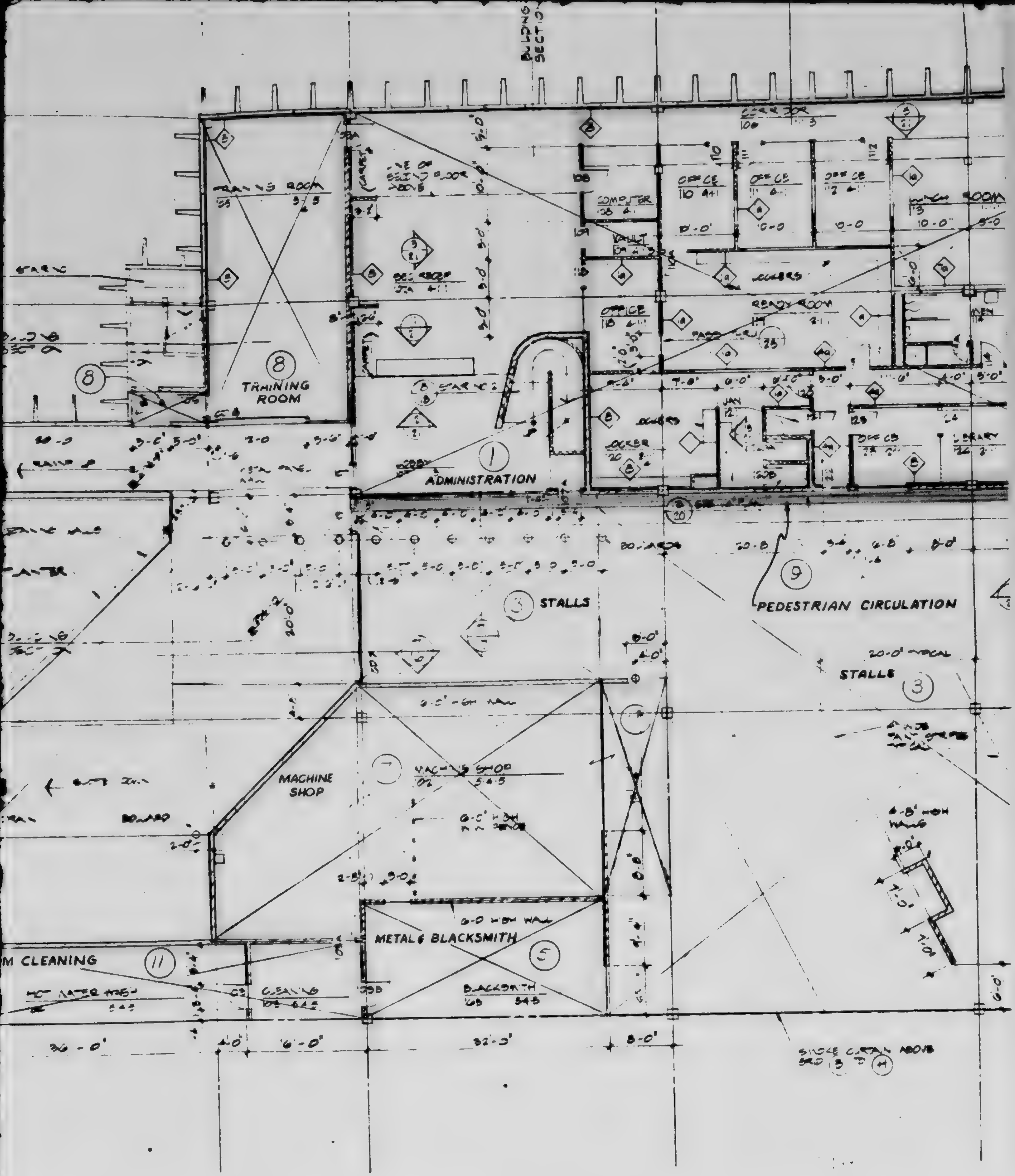
ARCHITECTS, A.I.A. 111 S.W. OAK PORTLAND, OREGON 97204

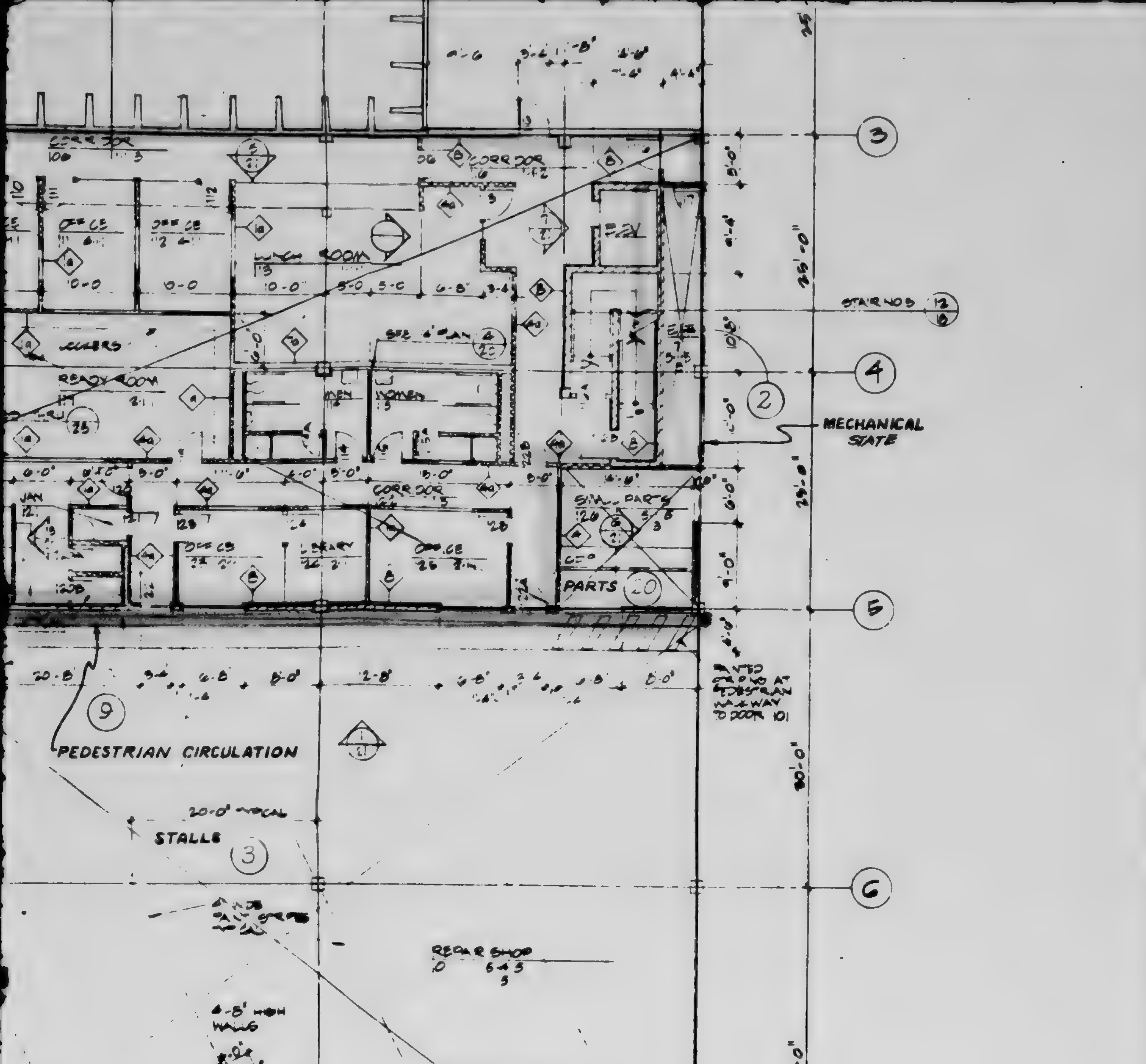
1/8" = 1'-0"

JOB NO 9017-05

DATE


8
TRAINI
ROO
45'-0"
PLANTER
PLANTER
LINE OF OVERHANG ABOVE
STEAM CLEANING
11
HOT WATER WASH
MATCH LINE
36'-0"
MA
S


BUILDING SECTION
CORRIDOR
106
TRAINING ROOM
8
TRAINING ROOM
LINE OF SECOND FLOOR ABOVE
SEC. GROUP
STAIR NO. 2
COMPUTER
108
VAULT
OFFICE
110
OFFICE
OFFICE
112
LUNCH ROOM
LOCKERS
READY ROOM
PASS THRU
OFFICE
116
LOCKERS
LOCKER
JAN
OFFICES
LIBRARY
LOBBY
1
ADMINISTRATION
20
9
PEDESTRIAN CIRCULATION
3
STALLS
STALLS
3
20-0" TYPICAL
6-8" HIGH WALLS
MACHINE SHOP
7
MACHINE SHOP
6-0" HIGH WALL
6-0" HIGH WALL
METAL & BLACKSMITH
5
BLACKSMITH
11
CLEANING
HOT WATER WASH
CLEANING
36-0"
4-0"
6'-0"
32'-3"
8-0"
SMOKE CURTAIN ABOVE
H
20-0"
2-0"
10-0"
5-0"
7-0"
6-0"


CORRIDOR 106
CORRIDOR
LUNCH ROOM
OFFICES
LOCKERS
READY ROOM
MEN
WOMEN
CORRIDOR
SMALL PARTS
PARTS 20
OFFICES
LIBRARY
OFFICE
JAN
STAIR NO 3
MECHANICAL STAIR
PAINTED STRIPING AT PEDESTRIAN WALKWAY TO DOOR 101
PEDESTRIAN CIRCULATION
20-0" TYPICAL
STALLS
REPAIR SHOP
4-8' HIGH WALLS
6-8' HIGH WALL
SMOKE CURTAIN ABOVE
MATCH LINE
NORTH
3
4
5
6
8
25'-0"
30'-0"
40'-0"

PLAN - FIRST FLOOR (NW)
LEGEND AND FINISH KEY SEE SHEET 2

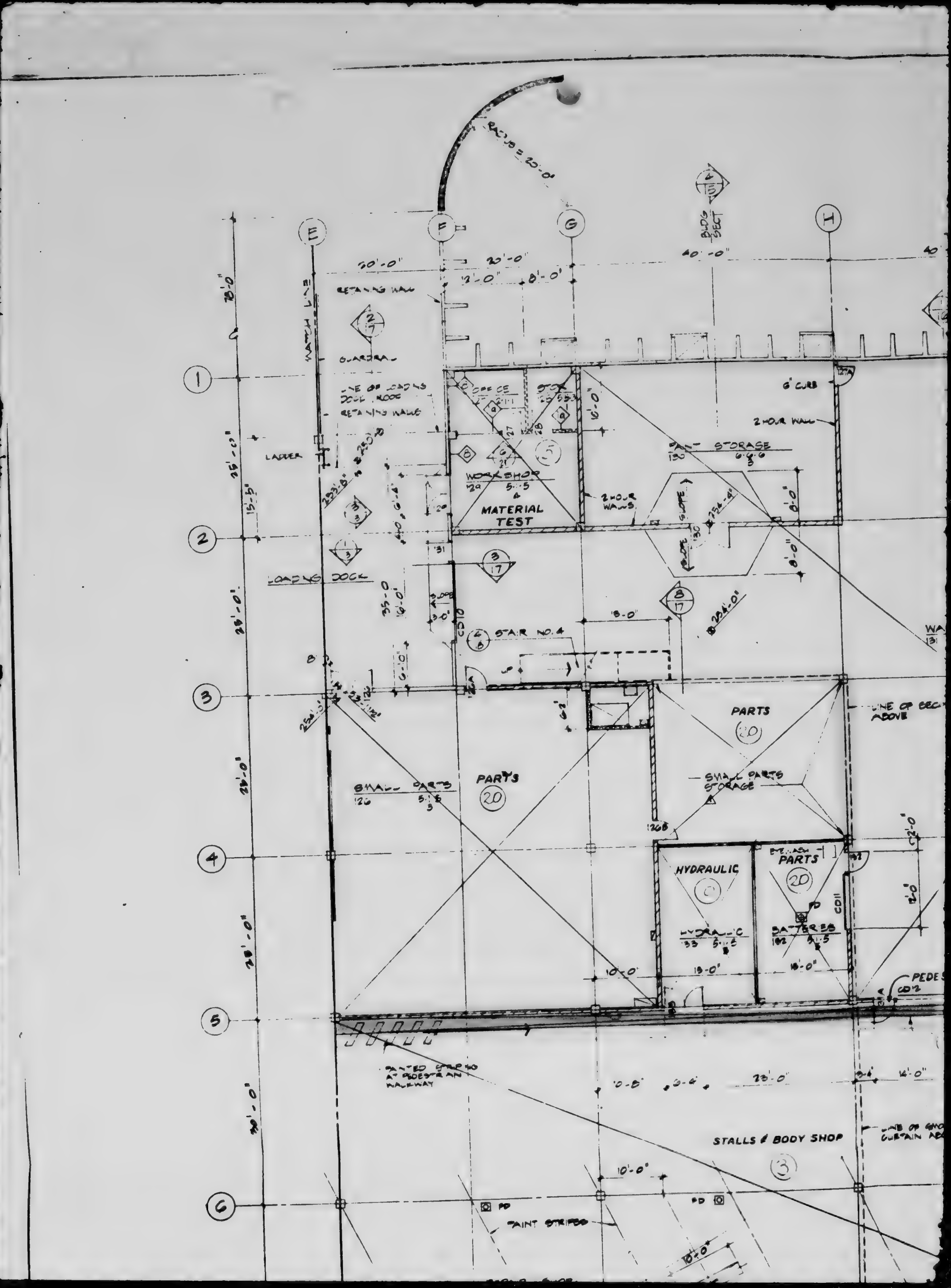
ZGF-6-6-80

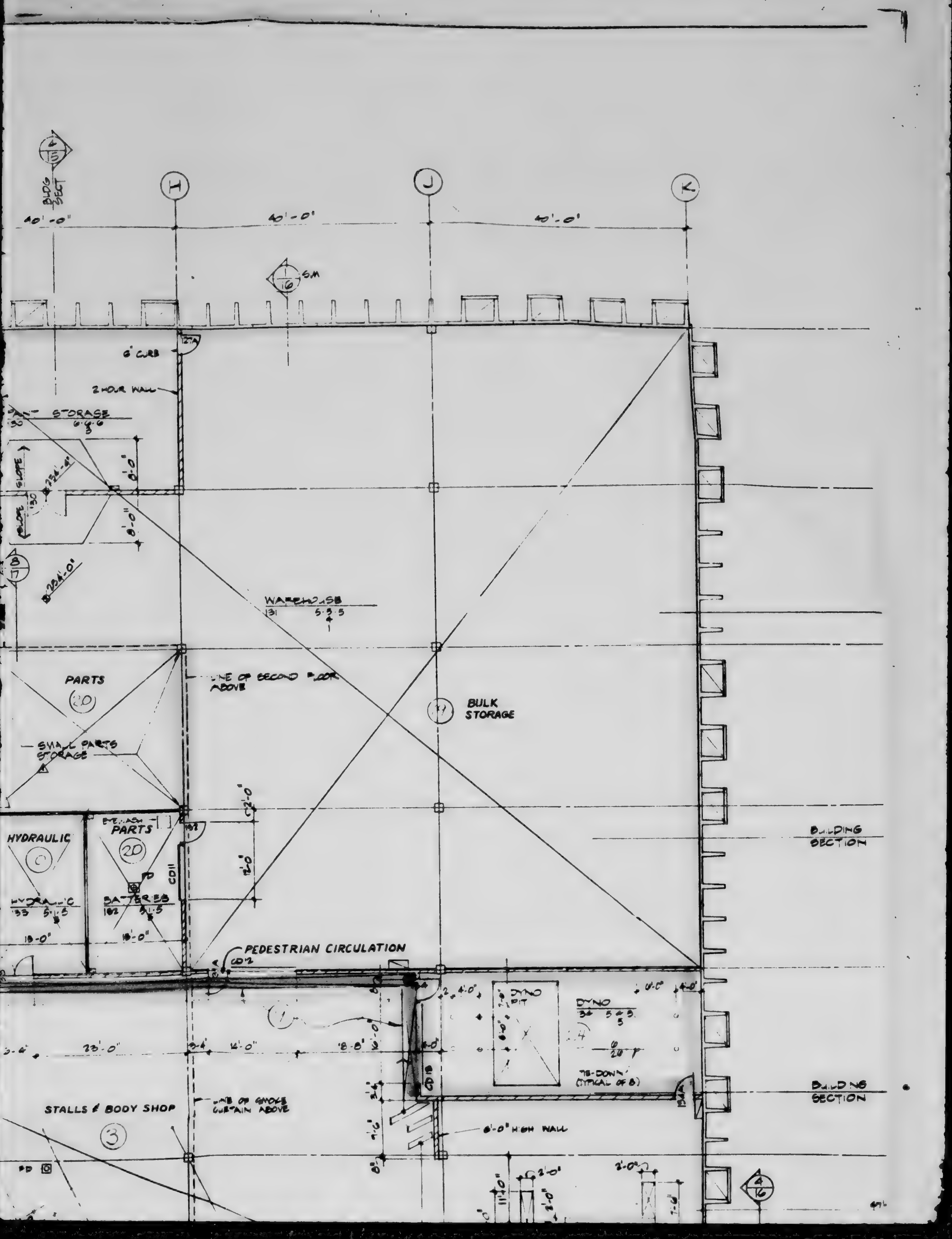
PLAN FIRST FLOOR (NW)
1/8" = 1'-0"

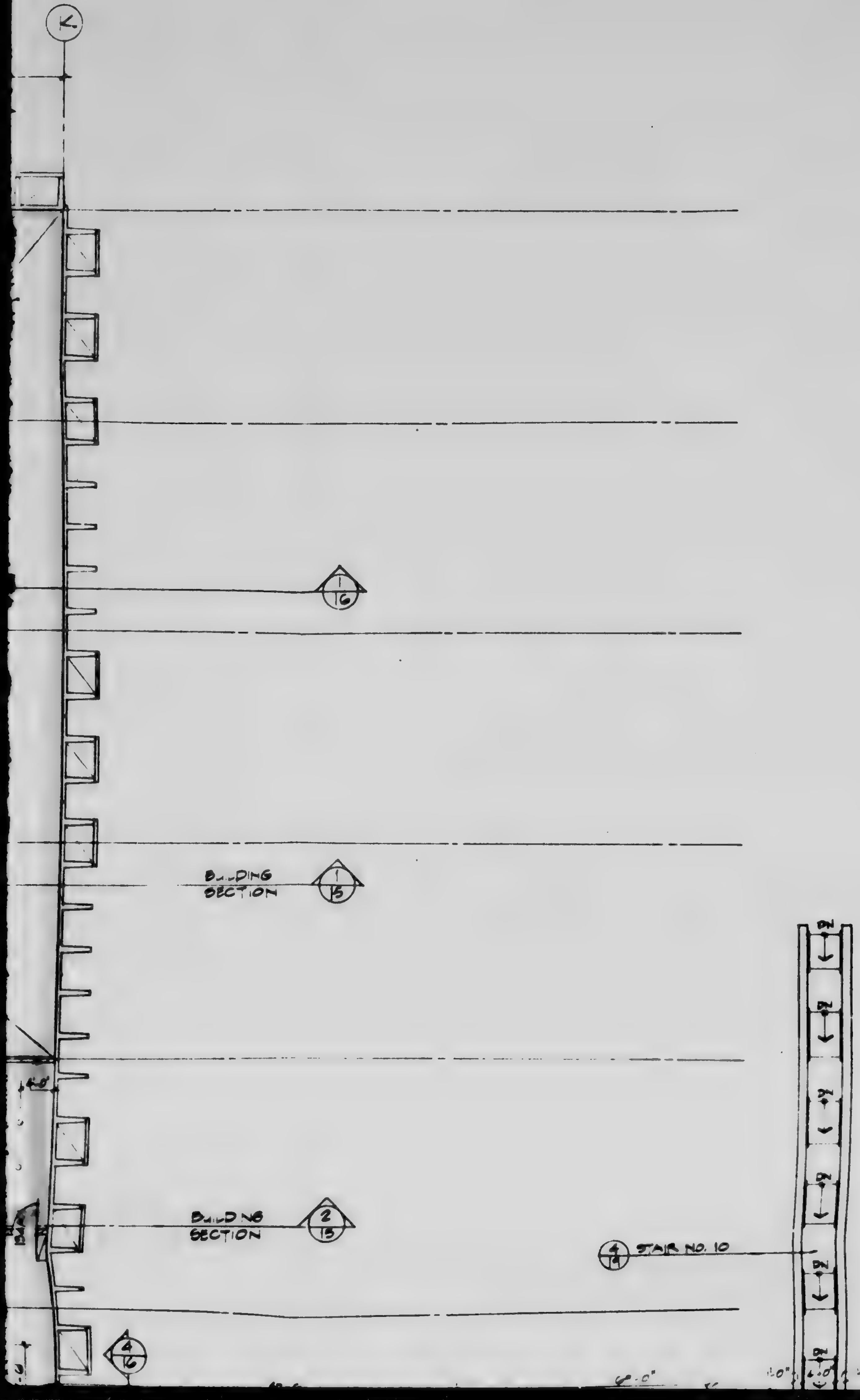
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 333 S.W. OAK PORTLAND, OREGON 97204

Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

6
OF SHEETS


RADIUS = 20'-0"
BLDG SECT
E
F
G
H
1
2
3
4
5
6
30'-0"
20'-0"
12'-0"
8'-0"
40'-0"
RETAINING WALL
MATCH LINE
GUARDRAIL
LINE OF LOADING DOCK ROOF
RETAINING WALLS
LADDER
OFFICE
STOR
WORKSHOP & MATERIAL TEST
129
5.5
2 HOUR WALLS
PAINT STORAGE
130
6' CURB
2 HOUR WALL
SLOPE
LOADING DOCK
35'-0
STAIR NO. 4
PARTS
20
SMALL PARTS
126
SMALL PARTS STORAGE
126B
LINE OF BEAM ABOVE
HYDRAULIC
133
BATTERIES
132
19'-0"
18'-0"
10'-0"
CD11
CD12
PEDES
PAINTED STRIPING AT PEDESTRIAN WALKWAY
23'-0"
14'-0"
STALLS & BODY SHOP
3
LINE OF SMOKE CURTAIN ABOVE
10'-0"
FD
PAINT STRIPES
28'-0"
25'-0"
15'-5"
30'-0"

BLDG SECT
4
15
H
J
K
40'-0"
40'-0"
40'-0"
1
16
SIM
27A
6" CURB
2 HOUR WALL
PAINT STORAGE
130
6·6·6
3
SLOPE
SLOPE
130
234'-0"
8'-0"
8'-0"
8
17
234'-0"
WAREHOUSE
131
5·5·5
4
1
PARTS
20
LINE OF SECOND FLOOR ABOVE
BULK STORAGE
SMALL PARTS STORAGE
12'-0"
EYE WASH
PARTS
20
132
HYDRAULIC
C
CD11
12'-0"
HYDRAULIC
133
5·1·5
BATTERIES
132
5·1·5
13'-0"
13'-0"
PEDESTRIAN CIRCULATION
CD12
BUILDING SECTION
4'-0"
DYNO PIT
DYNO
134
5·4·5
5
4'-0"
4'-0"
6'-0"
3'-4"
23'-0"
3'-4"
14'-0"
8'-8"
4'-0"
CD18
TIE-DOWN
(TYPICAL OF 8)
134A
BUILDING SECTION
STALLS & BODY SHOP
3
LINE OF SMOKE CURTAIN ABOVE
6'-0" HIGH WALL
FD
2'-0"
2'-0"
11'-0"
4
16


K
1
16
BUILDING SECTION
1
15
BUILDING SECTION
2
15
4
9
STAIR NO. 10
4
6
4'-0"
1'-0"

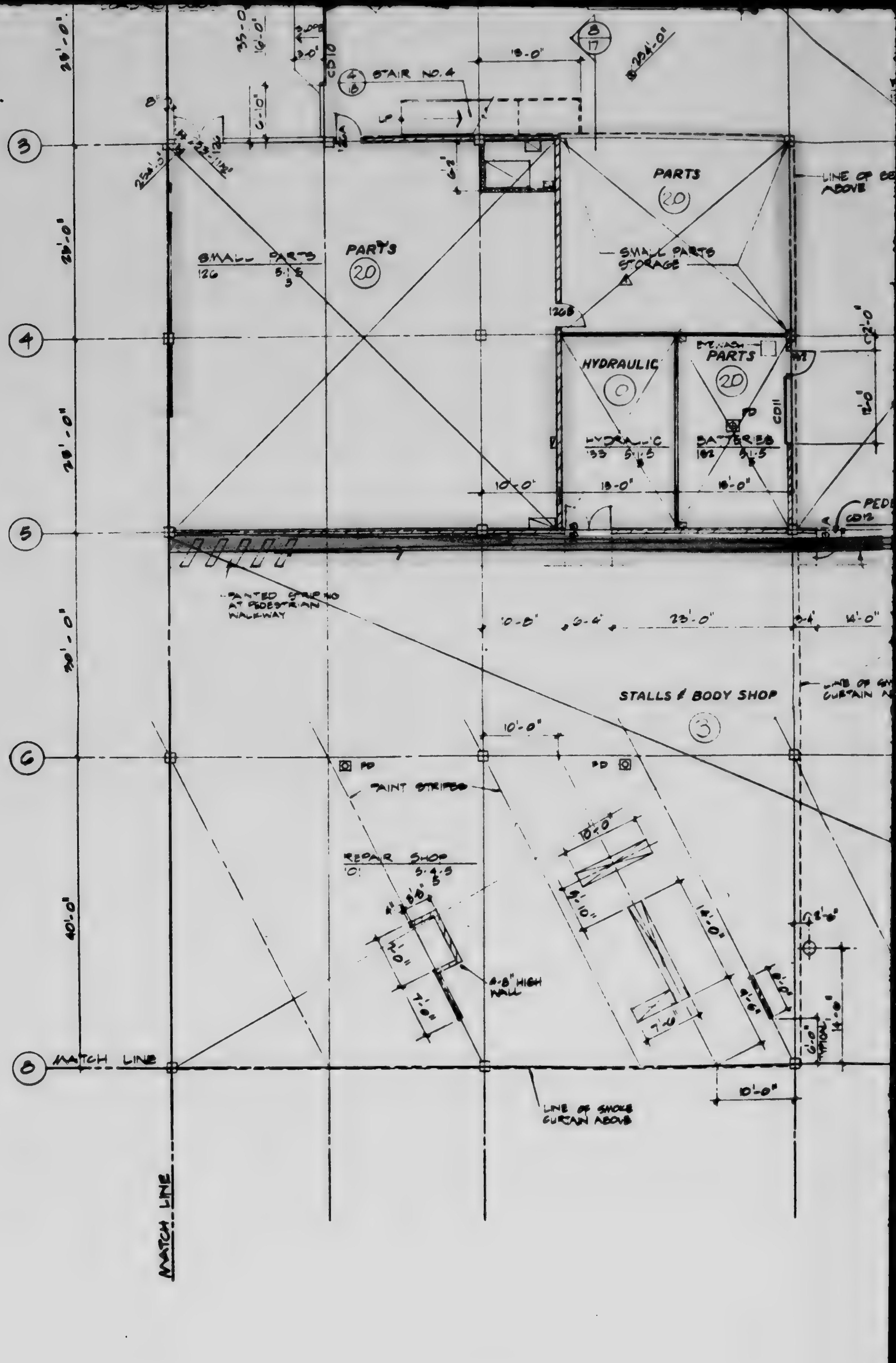
DATE APRIL 29, 1980 △ REV. MAY 0, 1980

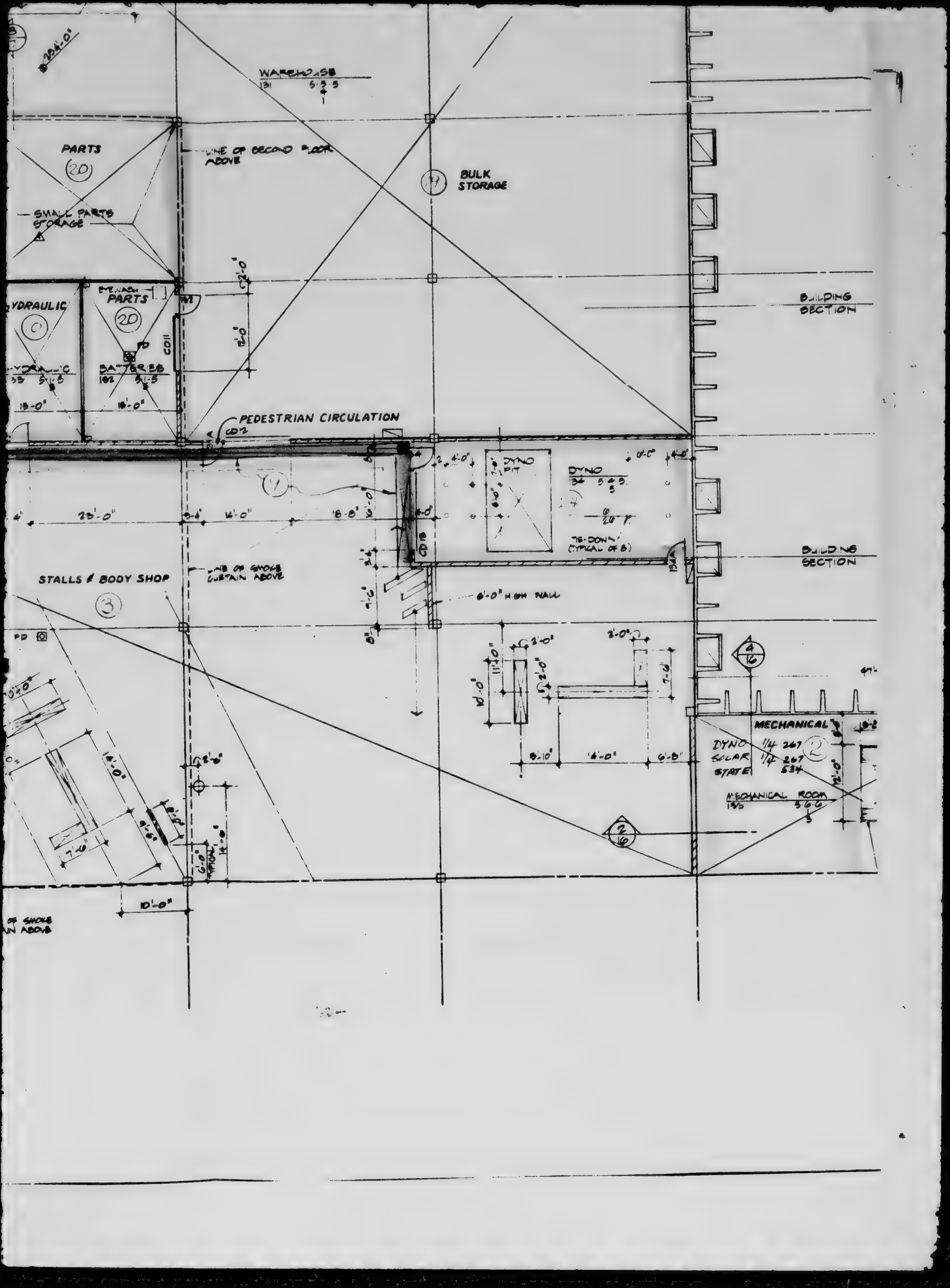
JOB NO 9017-05

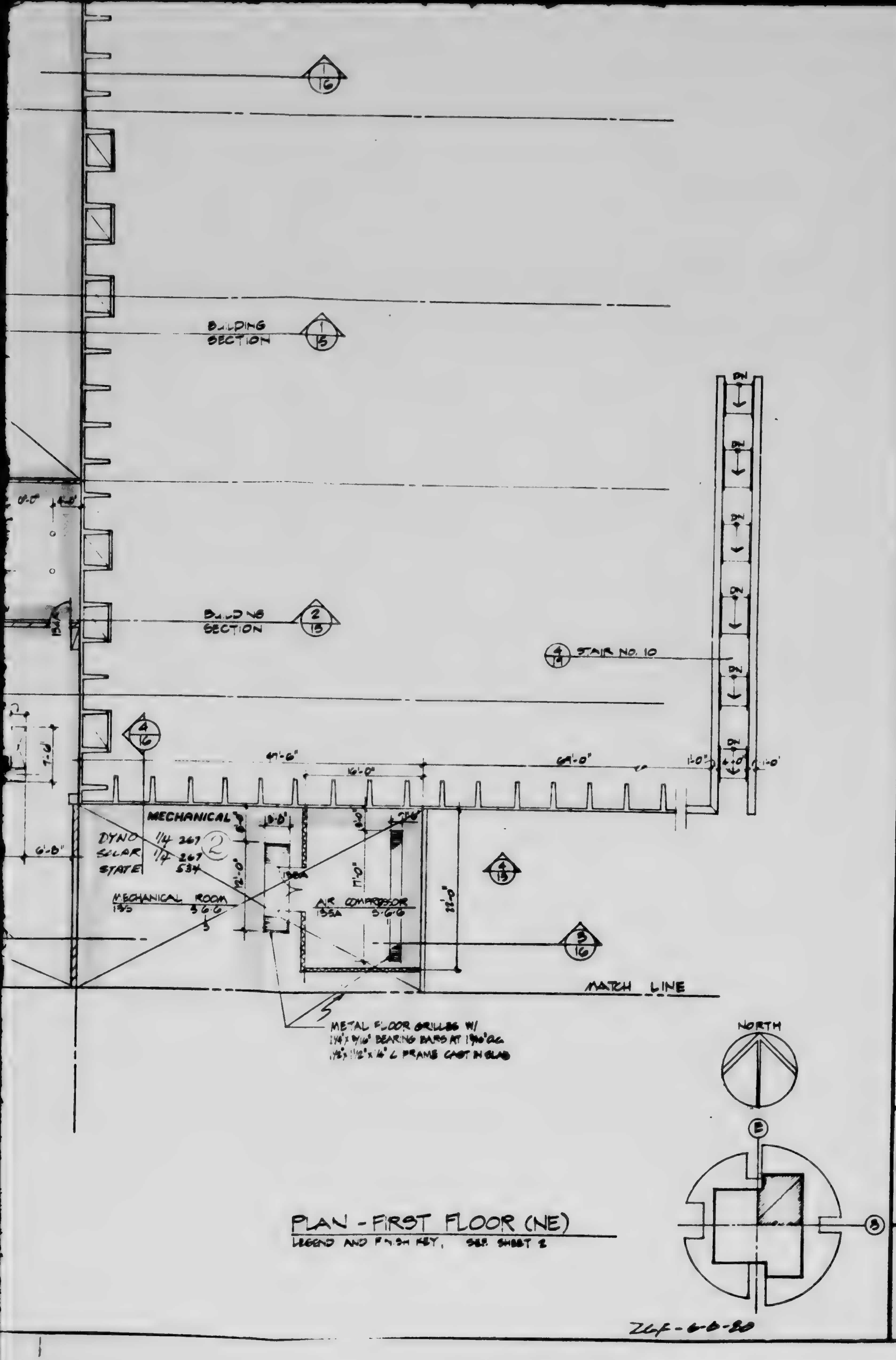
1/8" = 1'-0"

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

County
ERATIONS FACILITY
Oregon


3
4
5
6
8
28'-0"
28'-0"
28'-0"
30'-0"
40'-0"
35'-0
16'-0"
3'-0"
CD10
6'-10"
8"
STAIR NO.4
4
18
8
17
13'-0"
284'-0"
UP
PARTS
20
LINE OF
ABOVE
SMALL PARTS
126
5.1.5
3
PARTS
20
SMALL PARTS
STORAGE
126B
HYDRAULIC
C
PARTS
20
FD
CD11
HYDRAULIC
133
5.1.5
BATTERIES
132
5.1.5
10'-0"
13'-0"
10'-0"
12'-0"
12'-0"
PEDE
CD12
PAINTED STRIPING
AT PEDESTRIAN
WALKWAY
10'-0"
3'-4"
23'-0"
3'-4"
14'-0"
STALLS & BODY SHOP
3
CURTAIN
10'-0"
FD
FD
PAINT STRIPES
REPAIR SHOP
101
5.4.5
5
3'-0"
4'-0"
7'-0"
4'-8" HIGH
WALL
10'-0"
9'-10"
14'-0"
7'-0"
4'-6"
6'-0"
8'-0"
6'-0"
TYPICAL
14'-0"
MATCH LINE
LINE OF SMOKE
CURTAIN ABOVE
10'-0"
MATCH LINE


284'-0"
WAREHOUSE
131 5.3.5
PARTS
20
LINE OF SECOND FLOOR ABOVE
BULK STORAGE
SMALL PARTS STORAGE
HYDRAULIC
PARTS
20
HYDRAULIC
133 5.1.5
BATTERIES
132 5.1.5
10'-0"
10'-0"
12'-0"
12'-0"
CD11
BUILDING SECTION
PEDESTRIAN CIRCULATION
CD12
DYNO PIT
DYNO
134 5.4.5
23'-0"
14'-0"
8'-8"
TIE-DOWN (TYPICAL OF 8)
BUILDING SECTION
STALLS & BODY SHOP
3
LINE OF SMOKE CURTAIN ABOVE
6'-0" HIGH WALL
2'-0"
2'-0"
7'-0"
10'-0"
5'-10"
4'-0"
6'-8"
4
16
MECHANICAL
DYNO 1/4 267
SOLAR 1/4 267
STATE 534
2
MECHANICAL ROOM
135 5.6.6
2
16
14'-0"
7'-0"
6'-0" TYPICAL
10'-0"
LINE OF SMOKE CURTAIN ABOVE


1
16
BUILDING SECTION
1
15
BUILDING SECTION
2
15
4
16
STAIR NO. 10
DN
47'-6"
16'-0"
69'-0"
1'-0"
4'-0"
1'-0"
6'-0"
7'-0"
MECHANICAL
DYNO 1/4 267
SOLAR 1/4 267
STATE 534
②
MECHANICAL ROOM
135
3-6-6
12'-0"
10'-0"
135A
17'-0"
AIR COMPRESSOR
135A
3-6-6
22'-0"
4
15
3
16
MATCH LINE
METAL FLOOR GRILLES W/
1/4"x 9/16" BEARING BARS AT 1 3/16" O.C.
1/8"x 1 1/2"x 1/4" L FRAME CAST IN SLAB
NORTH
E
B

PLAN - FIRST FLOOR (NE)

LEGEND AND FINISH KEY, SEE SHEET 2

ZGF-6-6-80

PLAN, FIRST FLOOR (NE)

1/8" = 1'-0"

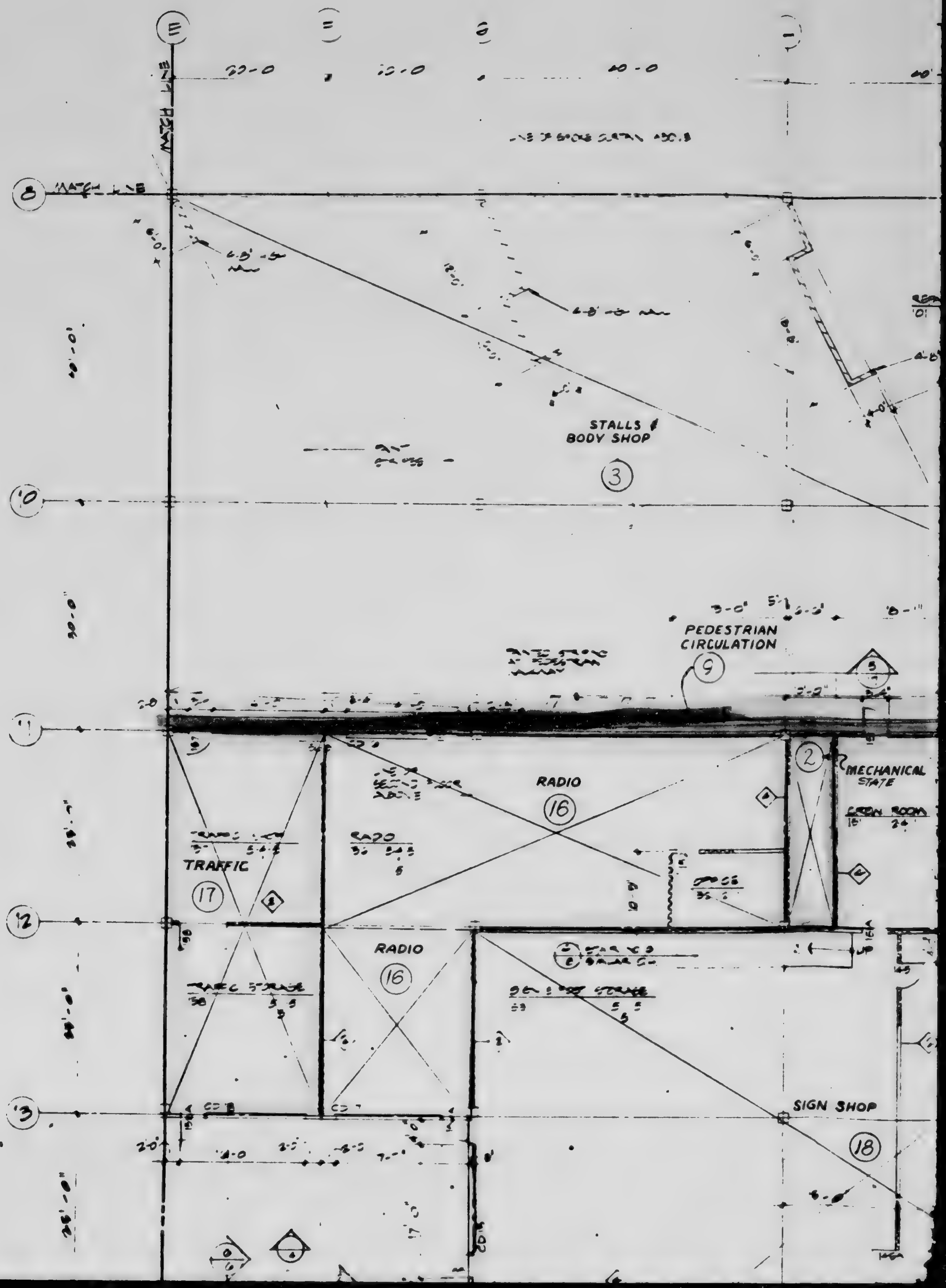
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

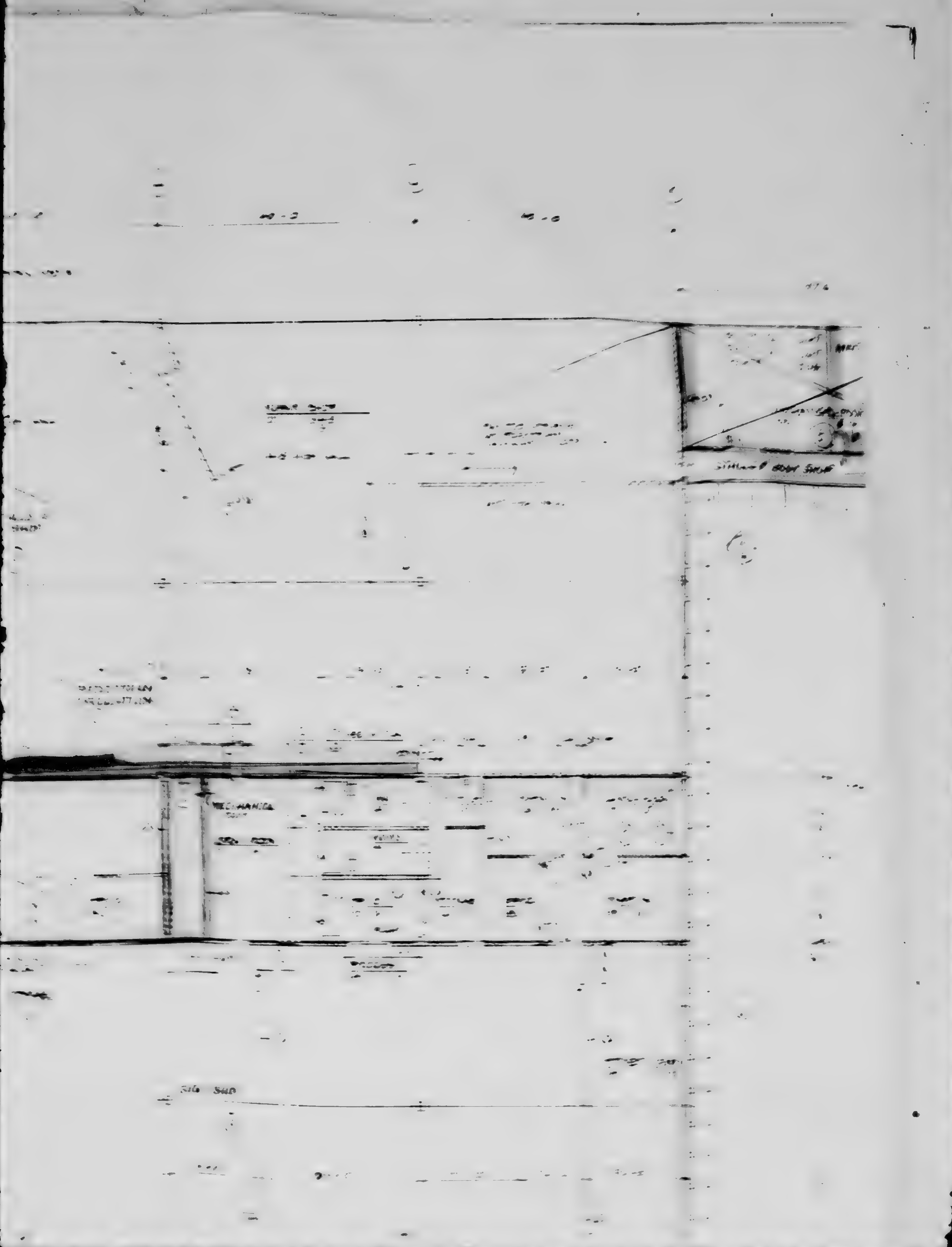
Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

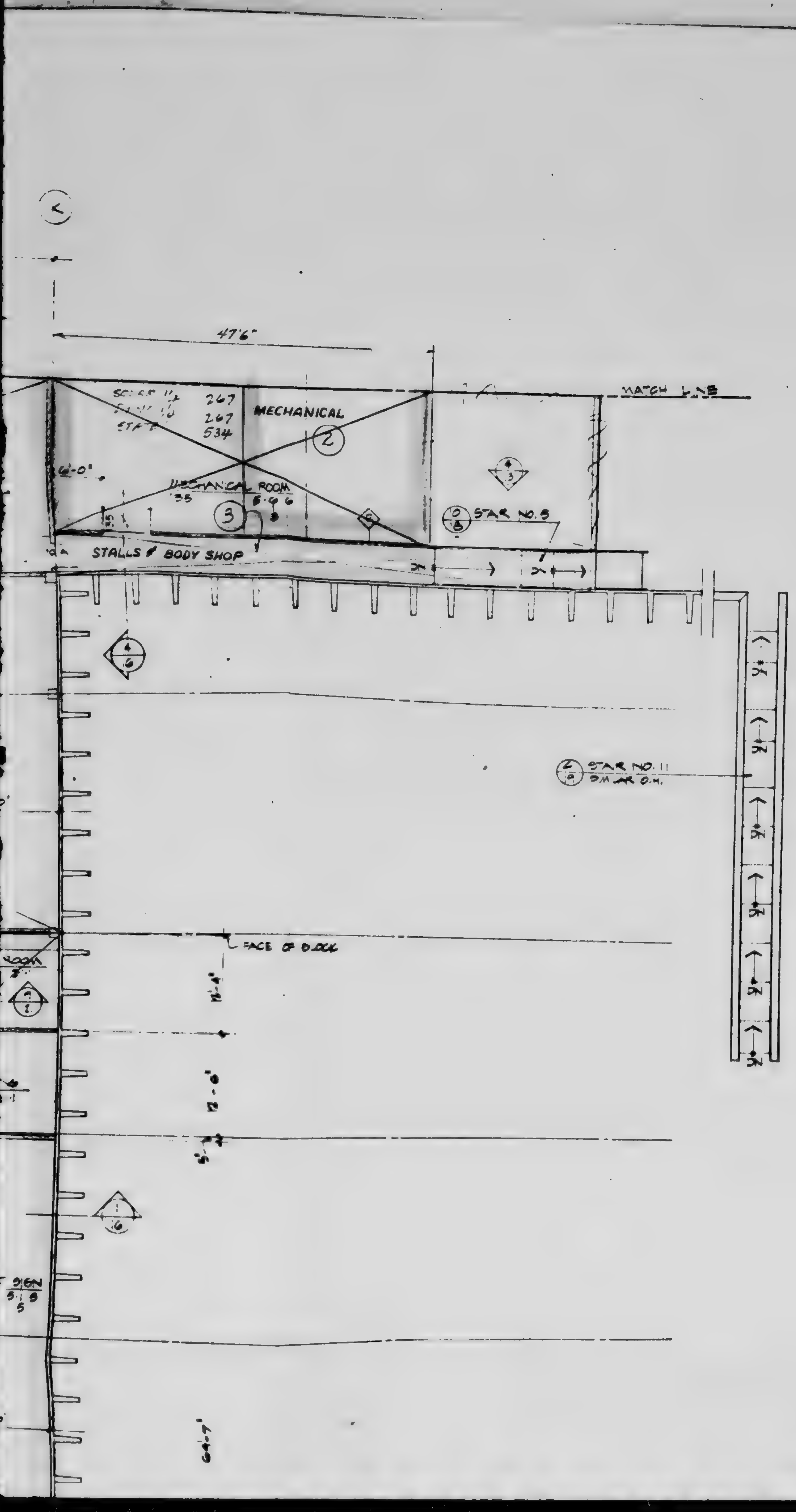
REGISTERED ARCHITECT
STATE OF OREGON

7

of 33 sheets


E
MATCH LINE
8
10
11
12
13
STALLS & BODY SHOP
3
PEDESTRIAN CIRCULATION
9
RADIO
16
2
MECHANICAL
TRAFFIC
17
RADIO
16
SIGN SHOP
18
20'-0"
20'-0"
20'-0"
20'-0"


MECHANICAL
BODY SHOP


47'6"
MATCH LINE
267
267
534
MECHANICAL
2
6'-0"
MECHANICAL ROOM
3
STAR NO. 5
STALLS & BODY SHOP
STAR NO. 11
9M AR O.H.
FACE OF BLOCK
11'-4"
12'-0"
ROOM
SIGN

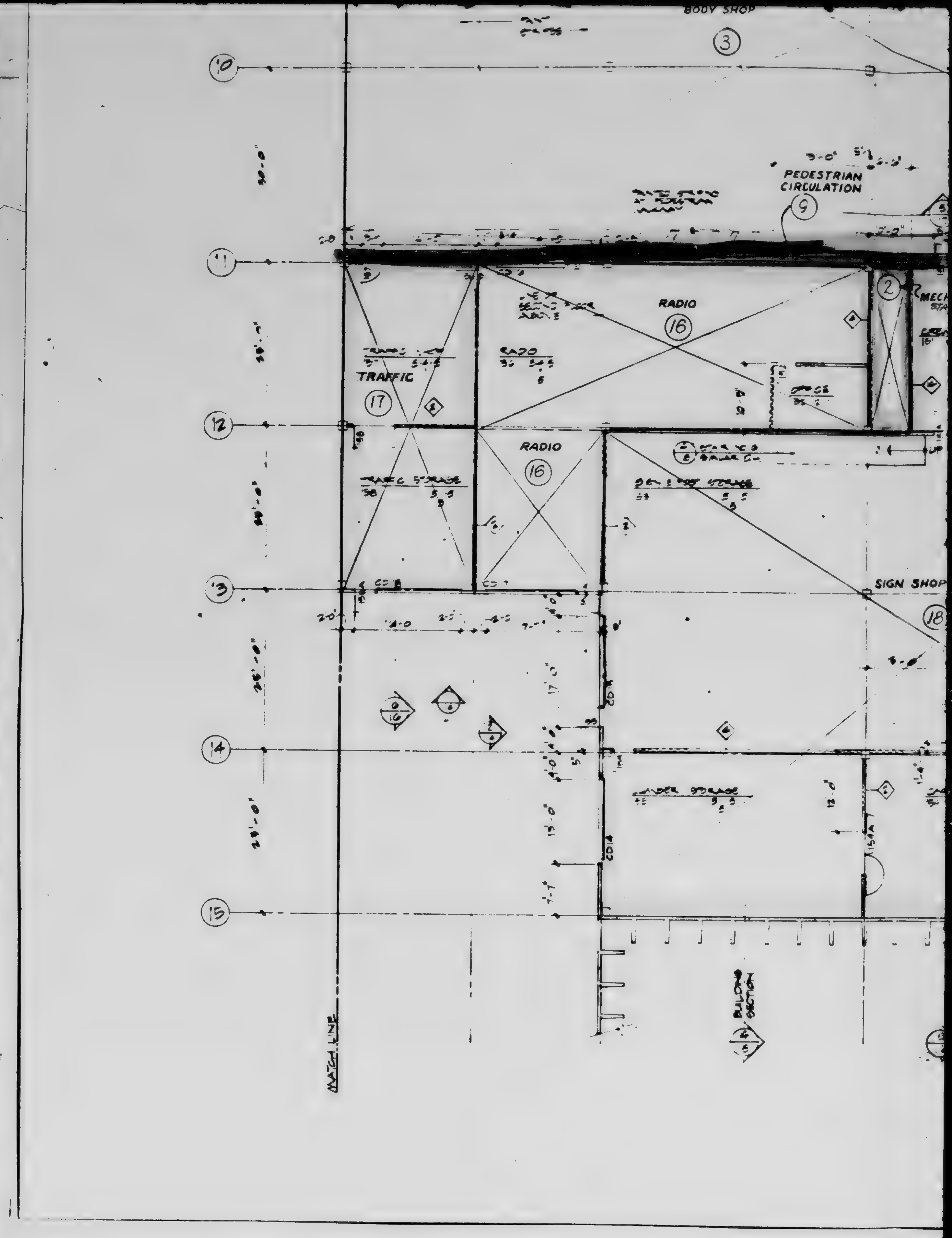
DATE

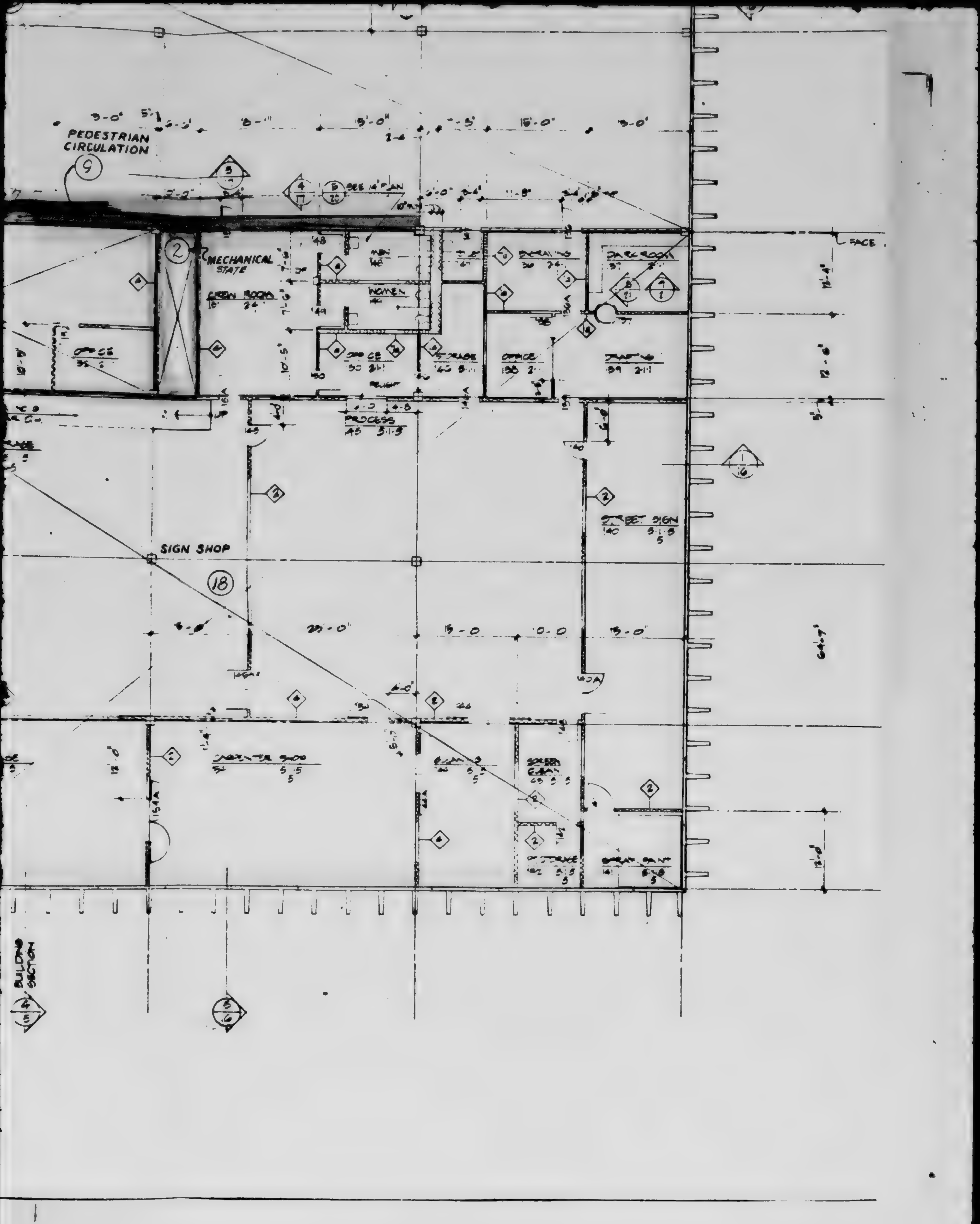
JOB NO 707-05

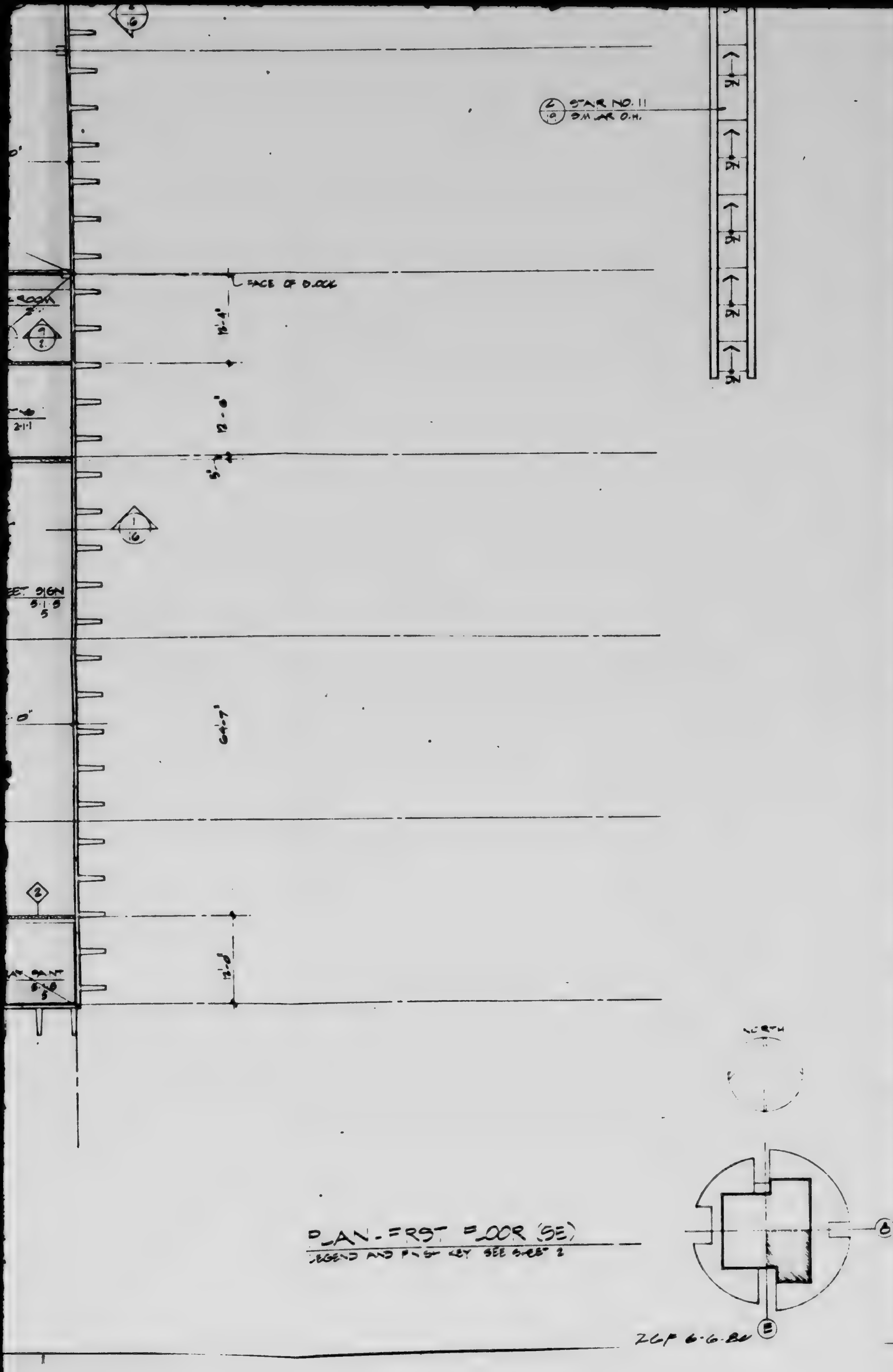
1/8" = 1'-0"

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

ounty
ERATIONS FACILITY
Oregon


BODY SHOP
③
⑩
⑪
⑫
⑬
⑭
⑮
PEDESTRIAN CIRCULATION
⑨
RADIO
⑯
RADIO
⑯
TRAFFIC
⑰
②
SIGN SHOP
⑱
20'-0"
25'-0"
25'-0"
25'-0"
25'-0"
2'-0"
17'-0"
13'-0"
10'-0"
CD1A
154A
UP
BUILDING SECTION
MATCH LINE


PEDESTRIAN CIRCULATION
9
SEE 1/4" PLAN
2
MECHANICAL STATE
CREW ROOM
MEN
WOMEN
OFFICE
STORAGE
ENGRAVING
DARK ROOM
OFFICE
DRAFTING
PROCESS
45 5.1.5
FACE
STREET SIGN
140 5.1.5 5
SIGN SHOP
18
CARPENTER SHOP
SCREEN CLEAN
STORAGE
SPRAY PAINT
BUILDING SECTION
15'-0"
25'-0"
15-0
10-0
15-0"
10'-0"
12'-0"
13'-4"
64'-7"


STAIR NO. 11
SIM. AR O.H.
FACE OF BLOCK
12'-4"
12'-8"
64'-7"
12'-8"
ROOM
2.1.1
SIGN
5.1.5
NORTH
ZGF 6-6-86

PLAN - FIRST FLOOR (SE)
LEGEND AND FINISH KEY SEE SHEET 2

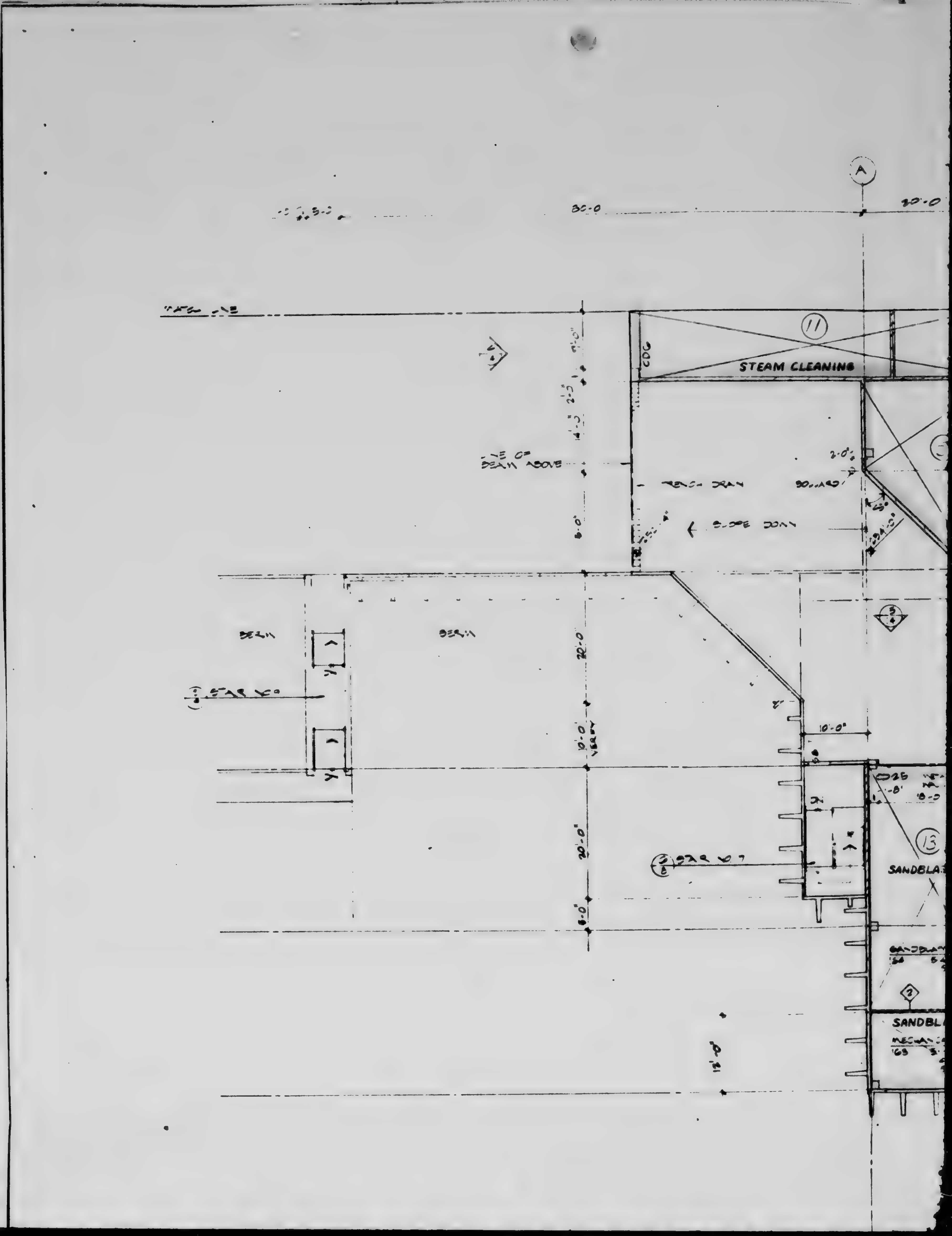
PLAN FIRST FLOOR (SE)

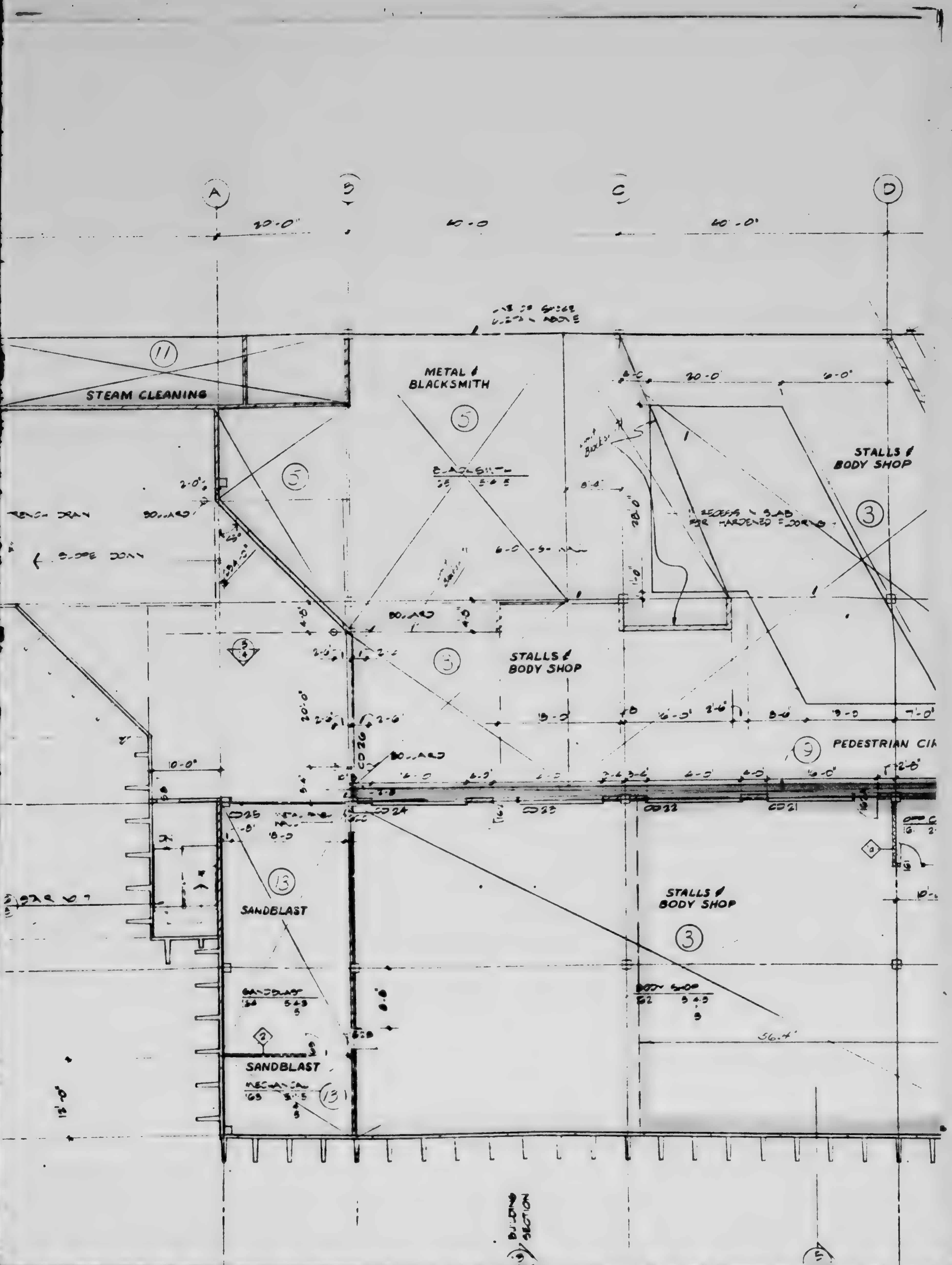
1/8" = 1'-0"

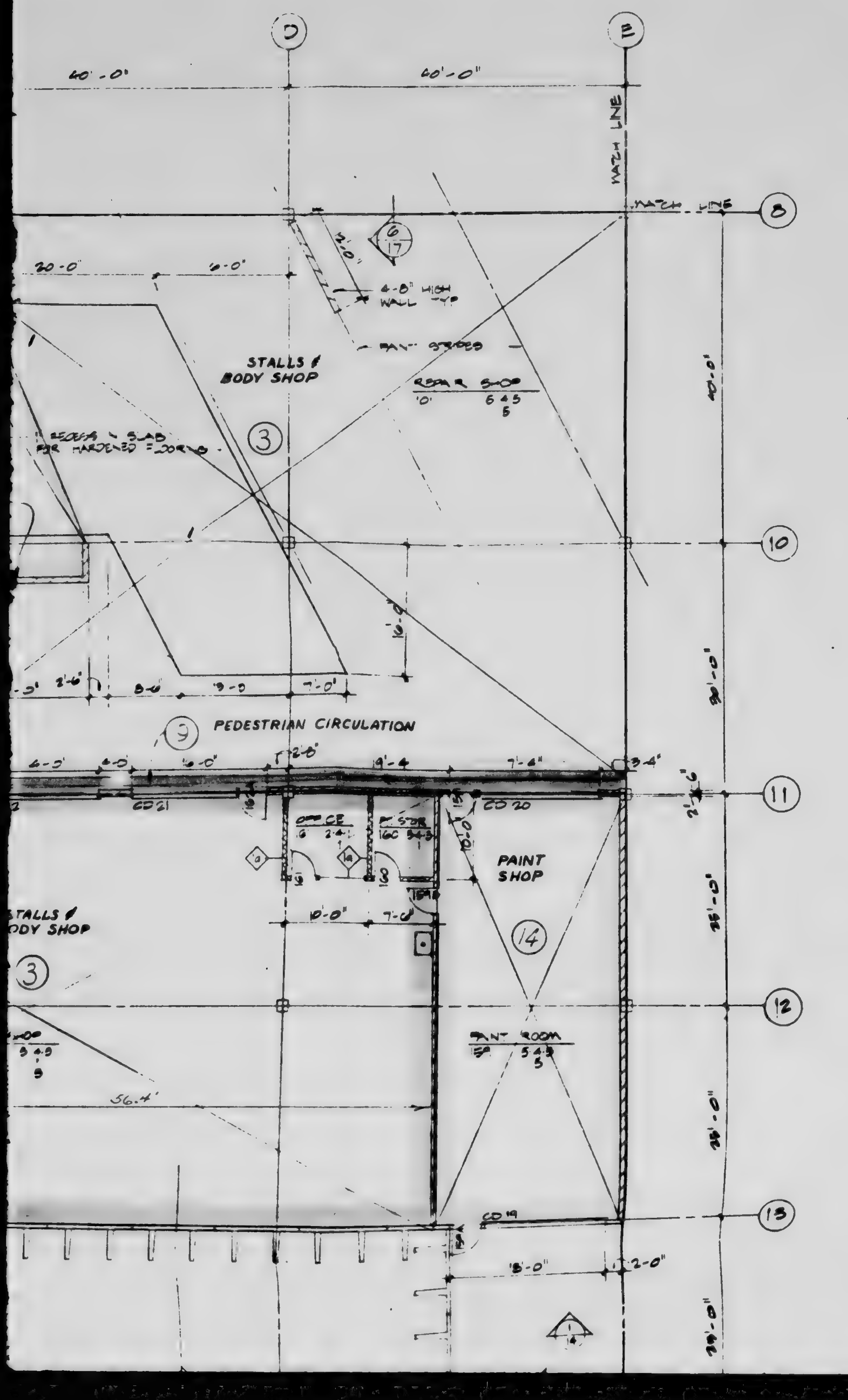
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 111 SW OAK PORTLAND, OREGON 97204

Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

OF SHEETS


A
30-0
30-0
11
STEAM CLEANING
COG
LINE OF BEAM ABOVE
TRENCH DRAIN
SLOPE DOWN
BERM
BERM
STAIR NO 7
10'-0"
22-0
10'-0" VERIFY
20'-0"
8'-0"
13
SANDBLA
SANDBL
13'-0"


A
B
C
D
20'-0"
40'-0"
40'-0"
11
STEAM CLEANING
METAL & BLACKSMITH
5
5
STALLS & BODY SHOP
3
3
STALLS & BODY SHOP
STALLS & BODY SHOP
3
RECESS IN SLAB FOR HARDENED FLOORING
SLOPE DOWN
BOLLARD
BOLLARD
BOLLARD
20'-0"
30'-0"
6'-0"
28'-0"
10'-0"
9
PEDESTRIAN CI
CD 26
CD 25
CD 24
CD 23
CD 22
CD 21
13
SANDBLAST
SANDBLAST
13
SANDBLAST
MECHANICAL
BODY SHOP
56'-4"
BUILDING SECTION


D
E
40'-0"
40'-0"
MATCH LINE
MATCH LINE
8
6
17
20'-0
6'-0"
4'-0"
4'-8" HIGH WALL TYP
PAINT STRIPES
STALLS & BODY SHOP
REPAIR SHOP
6 4 5
5
40'-0"
RECESS IN SLAB FOR HARDENED FLOORING
3
10
10'-0"
2'-6"
8'-0
9'-0
7'-0"
30'-0"
9
PEDESTRIAN CIRCULATION
4'-0'
6'-0
6'-0"
2'-0"
19'-4
7'-6"
3'-4"
2'-6"
11
CD 21
CD 20
OFFICE
2 4 1
P. STOR
16C
5 4 5
PAINT SHOP
10'-0"
7'-0"
STALLS & BODY SHOP
3
14
25'-0"
12
PAINT ROOM
5 4 5
5
56.4'
25'-0"
13
CD 19
15'-0"
2'-0"
25'-0"

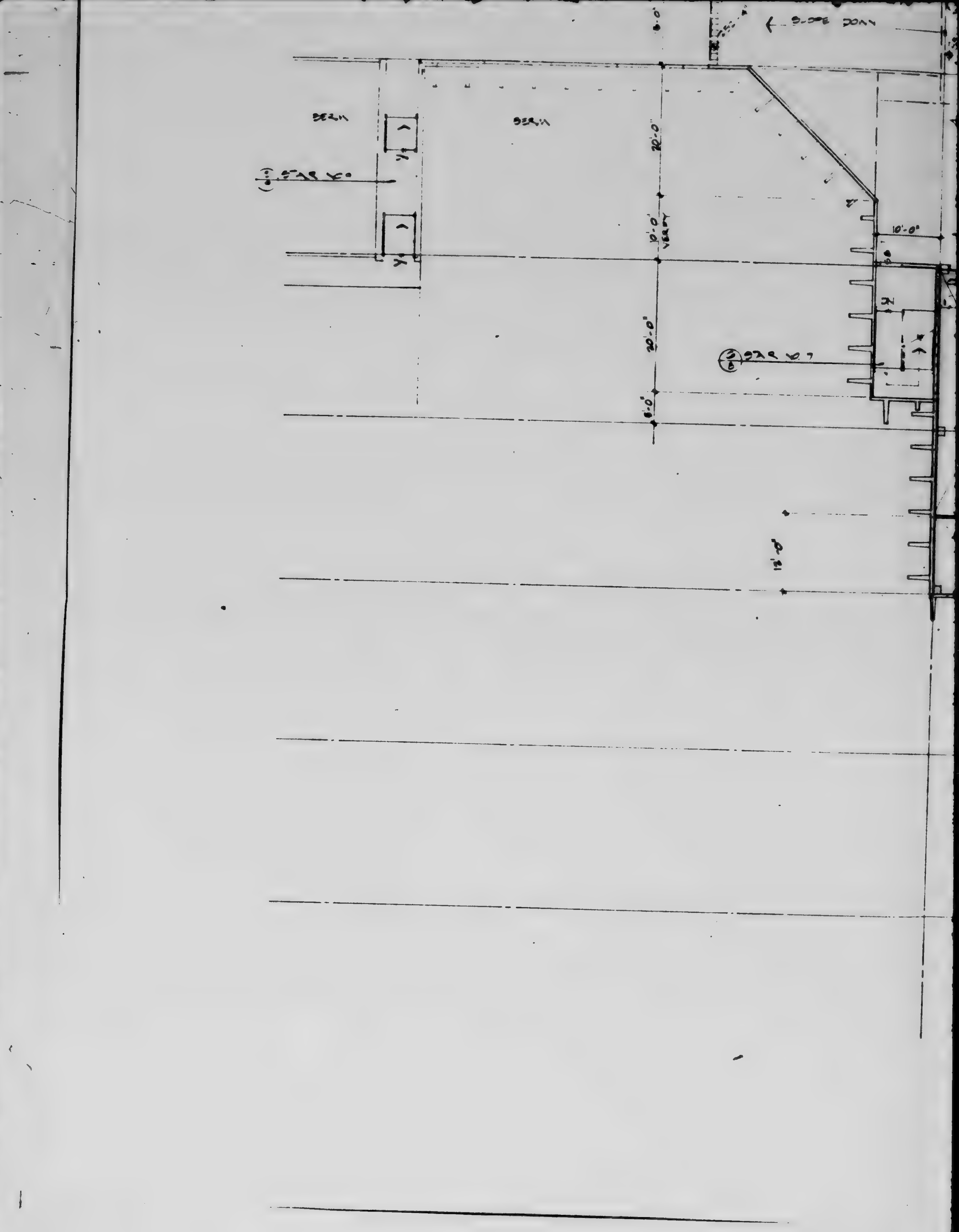
DATE

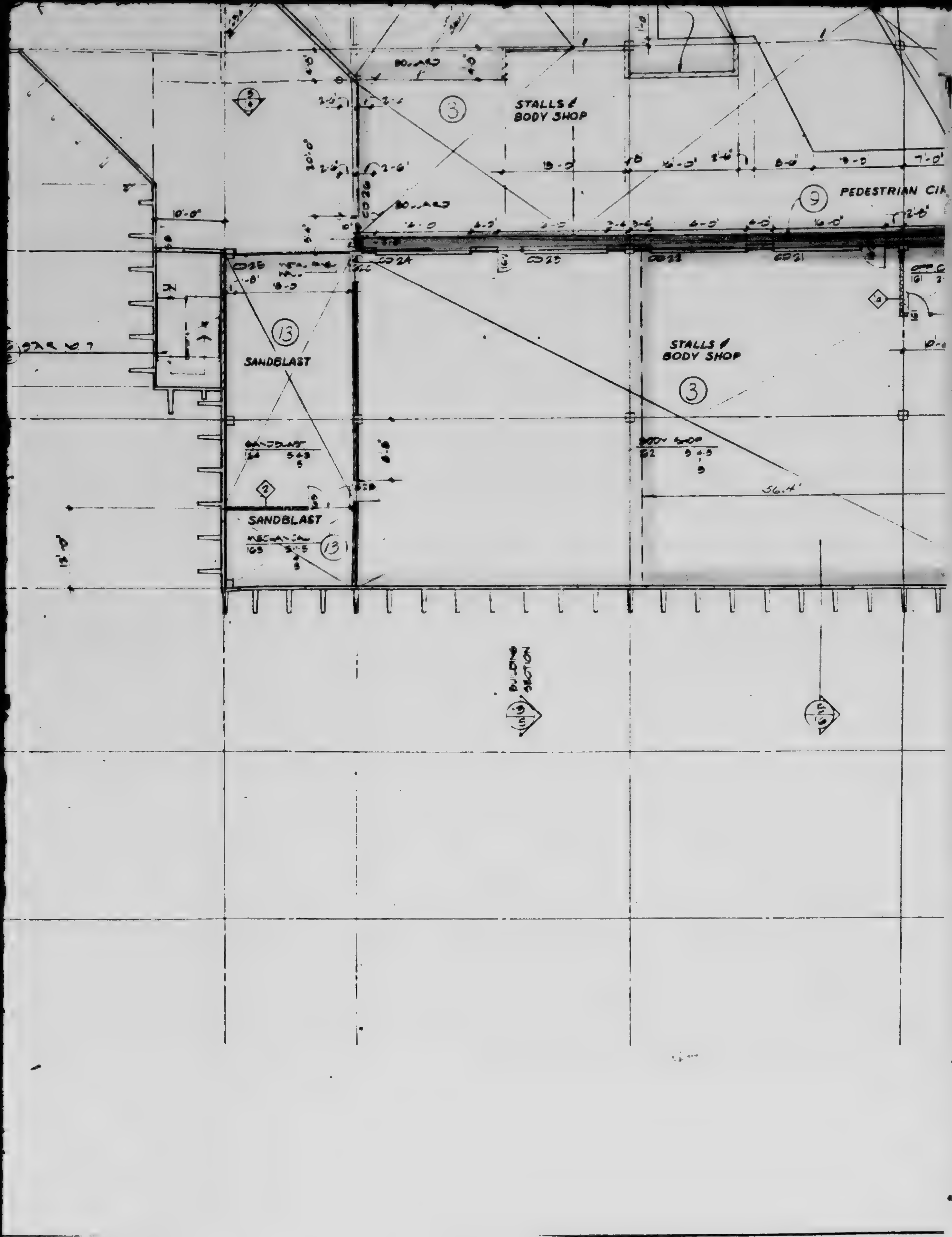
JOB NO 9017-05

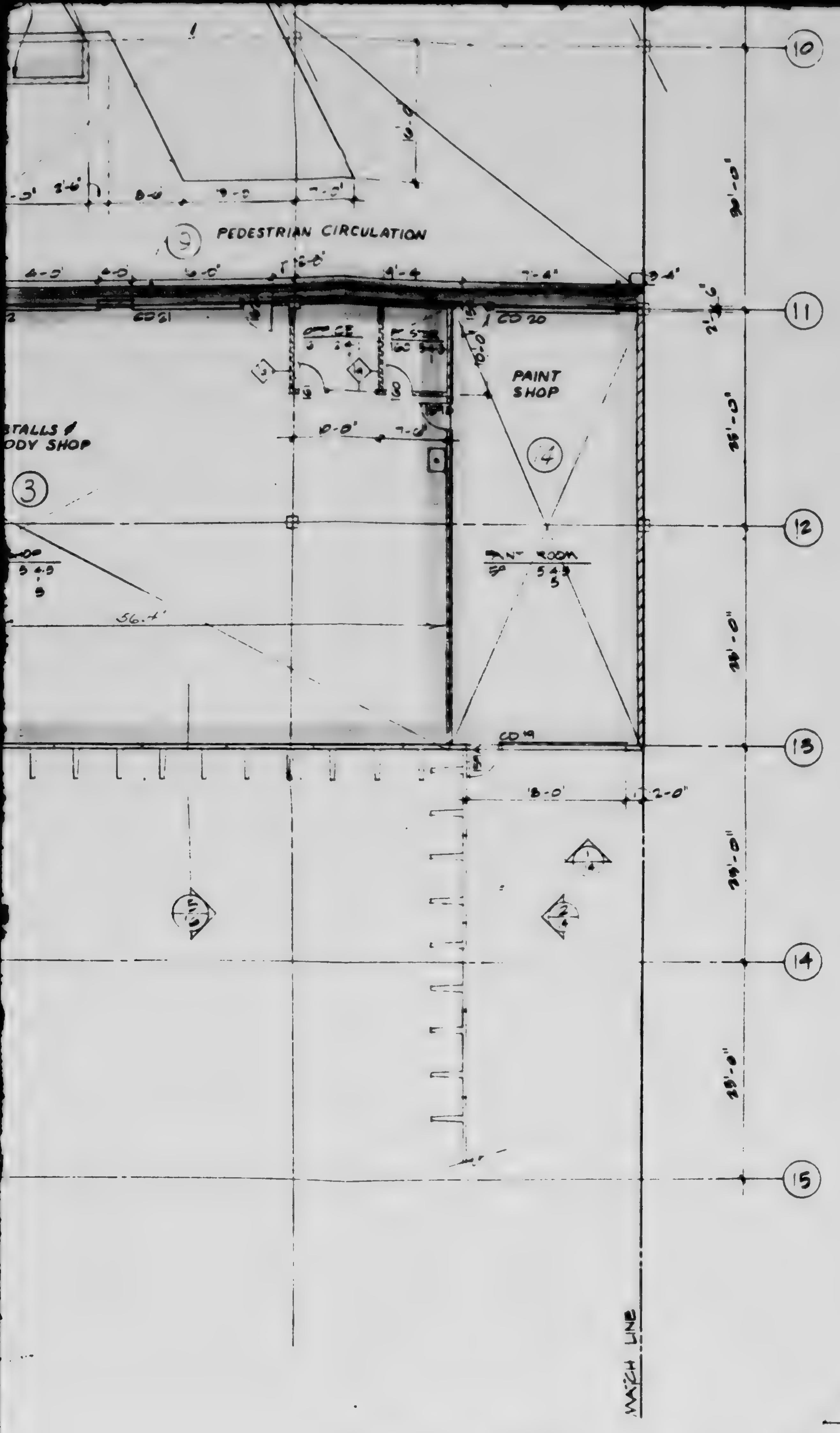
1/8" = 1'-0"

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 1121 SW OAK PORTLAND, OREGON 97205

County
ERATIONS FACILITY
y, Oregon


SLOPE DOWN
8'-0"
BERM
BERM
STAIR NO.
20'-0"
10'-0" VERIFY
10'-0"
20'-0"
STAIR NO. 7
8'-0"
12'-0"


STALLS & BODY SHOP
3
BOLLARD
20'-0"
2'-6"
CD 26
BOLLARD
10'-0"
13-0
8'-6"
8-0"
9-0
7'-0"
9
PEDESTRIAN CIR
6-0
4-0
16-0"
2'-0"
CD 25
CD 24
CD 23
CD 22
CD 21
16-0
13
SANDBLAST
SANDBLAST
164
STALLS & BODY SHOP
3
BODY SHOP
162
56.4'
2
SANDBLAST
MECHANICAL
163
13
BUILDING SECTION
10'-0"


PEDESTRIAN CIRCULATION
⑨
PAINT SHOP
⑭
PAINT ROOM
STALLS / BODY SHOP
③
OFFICE
CO 21
CO 20
CO 19
56.4'
8-0
2-0"
10-0"
7-0"
30'-0"
26'-0"
26'-0"
29'-0"
29'-0"
MATCH LINE
10
11
12
13
14
15

PLAN - FIRST FLOOR (S.N)

LEGEND AND ENG. NOTES SEE SHEET 2

ZGF 6-6-83

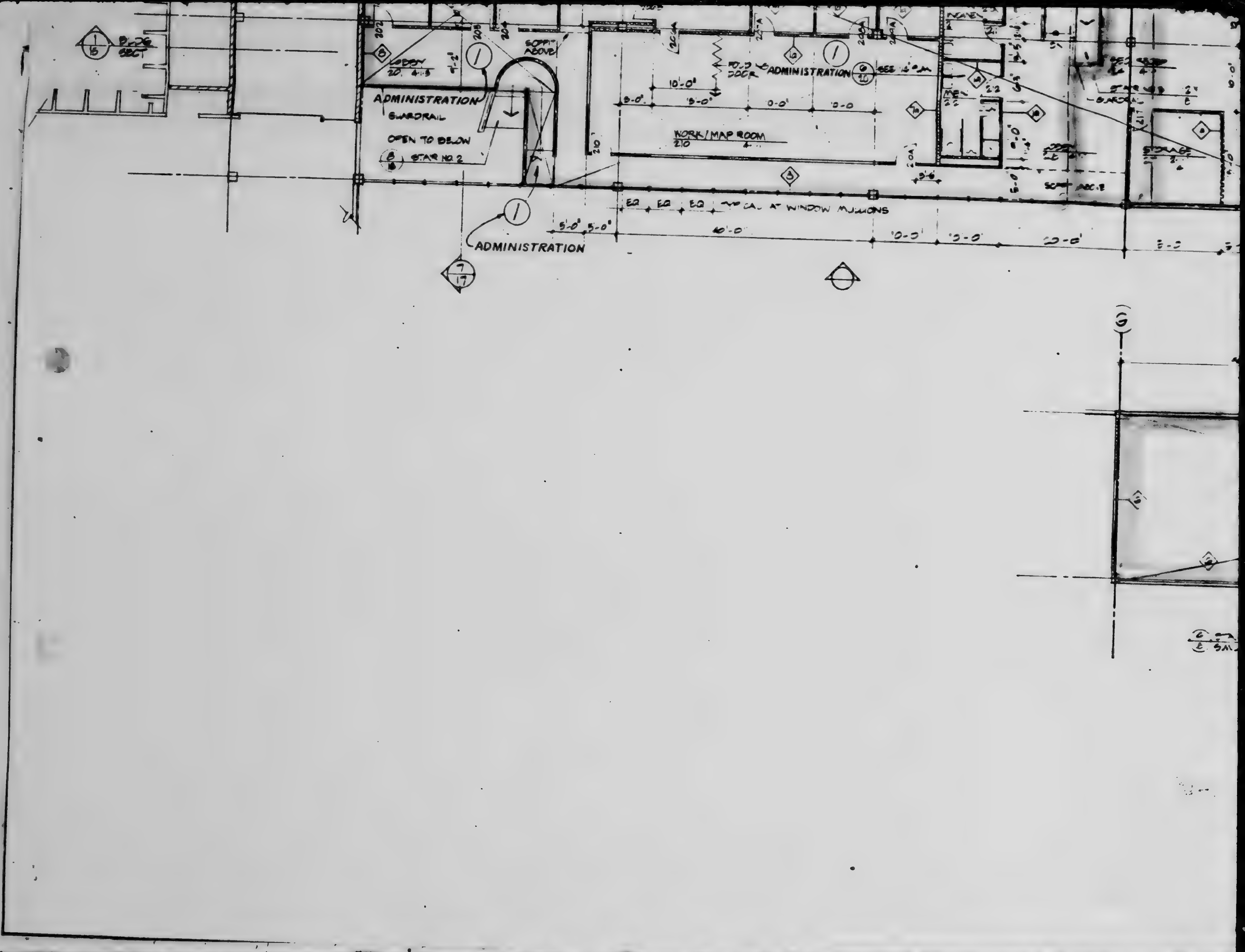
PLAN FIRST FLOOR (S/N)

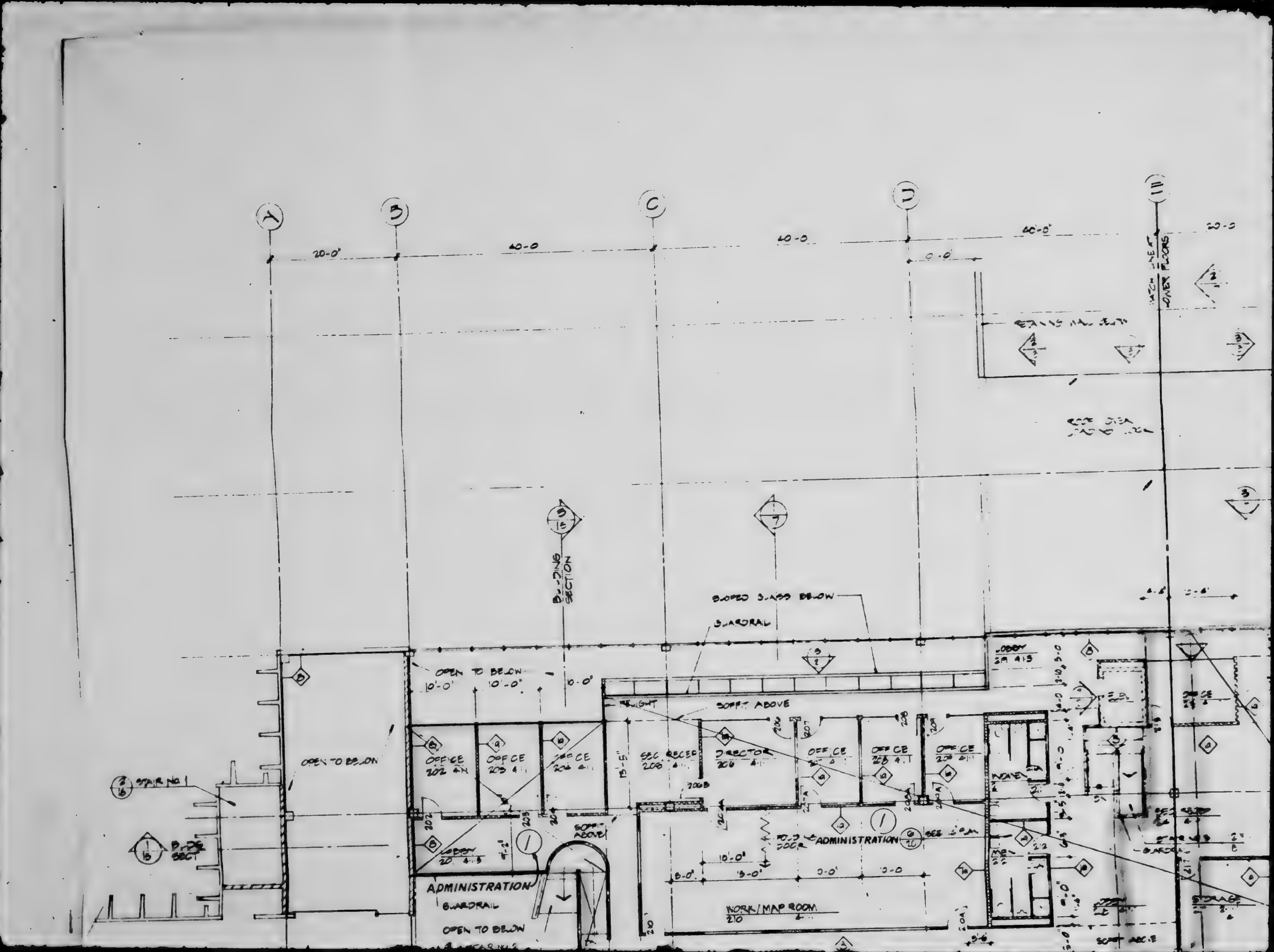
1/8" = 1'-0"

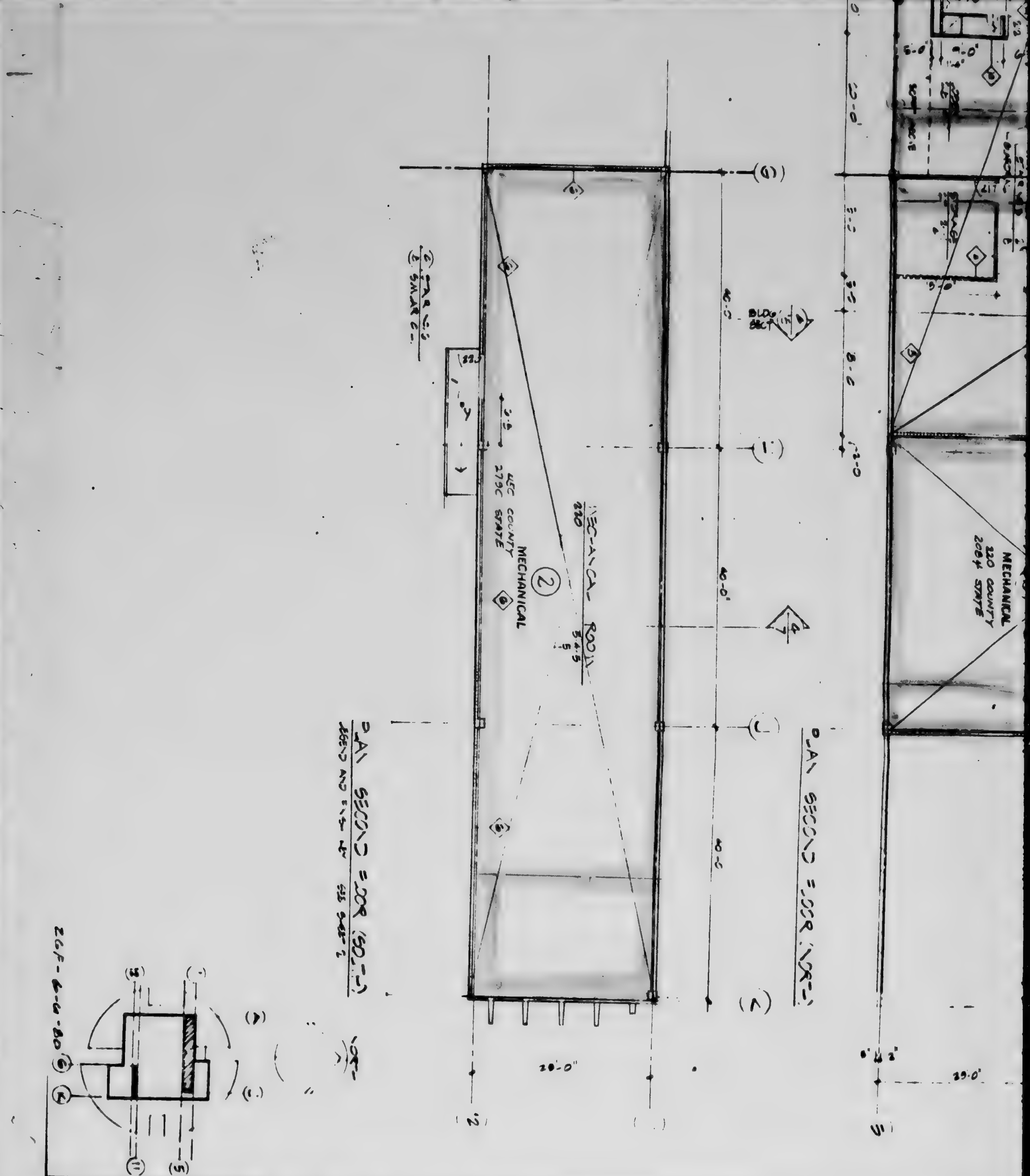
ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 1115 SW OAK PORTLAND, OREGON 97205

Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

OF SHEETS


1
15
BLDG SECT
202
203
204
LOBBY
201
SOFFIT ABOVE
ADMINISTRATION
GUARDRAIL
OPEN TO BELOW
8
18
STAIR NO 2
1
ADMINISTRATION
7
17
210
10'-0"
5'-0"
FOLD DOOR
ADMINISTRATION
6
20
WORK/MAP ROOM
210
3
EQ
EQ
EQ
TYPICAL AT WINDOW MULLIONS
5'-0"
5'-0"
40'-0"
20'-0"
MEN
STORAGE
217
GUARDRAIL
SOFFIT ABOVE
G


A
B
C
D
E
20-0'
40-0
40-0
40-0'
20-0
0-0'
MATCH LINE AT LOWER FLOORS
BUILDING SECTION
3
15
7
SLOPED GLASS BELOW
GUARDRAIL
OPEN TO BELOW
10'-0'
10'-0"
10-0'
SKYLIGHT
SOFFIT ABOVE
OPEN TO BELOW
STAIR NO 1
BLDG SECT
OFFICE 202 4.11
OFFICE 203 4.1
OFFICE 204 4.1
13'-5"
SEC RECEP 205 4.1
DIRECTOR 206 4.1
OFFICE 207 4
OFFICE 208 4.1
OFFICE 209 4.1
LOBBY 201 4.13
LOBBY 211 4.13
202
203
204
206
207
208
209
206B
4'-2"
SOFFIT ABOVE
ADMINISTRATION
GUARDRAIL
OPEN TO BELOW
FOLD DOOR
ADMINISTRATION
SEE 2.0M
10'-0"
8-0'
9-0'
0-0'
0-0
WORK/MAP ROOM 210 4
210
WOMEN
MEN
OFFICE
STORAGE
GUARDRAIL
SOFFIT ABOVE
3-6
1
6
16

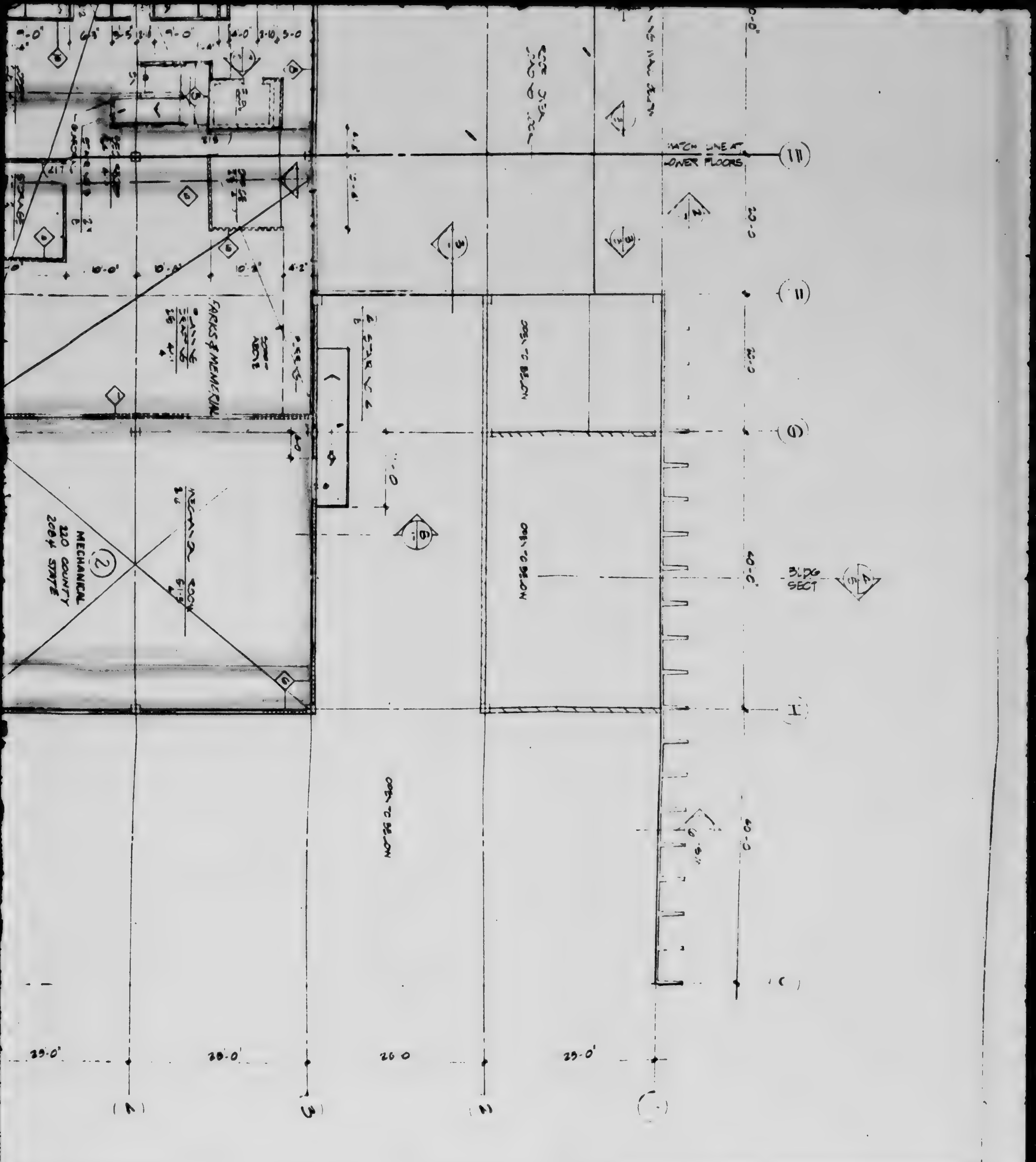

MECHANICAL
2
20'-0"
40'-0"
BLDG SECT
MECHANICAL
220 COUNTY
2084 STATE
PLAN SECOND FLOOR

10

PLAN SECOND FLOOR

Multnomah County
MAINTENANCE AND OPERATIONS FACILITY
Multnomah County, Oregon

ZIMMER·GU
ARCHITECTS, A.I.A.


MATCH LINE AT LOWER FLOORS
STACKS & MEMORIAL
MECHANICAL 220 COUNTY 204 STATE
MECHANICAL ROOM
OPEN TO BELOW
OPEN TO BELOW
OPEN TO BELOW
BLDG SECT
20'-0"
20'-0"
40'-0"
40'-0"
20'-0'
20'-0'
20'-0
20'-0'
(11)
(11)
(10)
(9)
(4)
(3)
(2)

1/8' - 1'-0'

9017-C5

DATE

ZIMMER·GUNSUL·FRASCA PARTNERSHIP
ARCHITECTS, A.I.A. 911 S.W. OAK PORTLAND, OREGON 97204

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

Highway — DEPT
378-6299 — TELEPHONE

TO: File

DATE: June 10, 1980

J B Boyd

FROM: J. B. Boyd, Manager
Right of Way Section

NOTED
E. S. HUNTER

SUBJECT: Public Works Meeting
June 4, 1980
File 46993-A
FAP No. I-205-7(8)311

A meeting was held 9:30 a.m. with the following personnel from the Highway Division present: John Day, Walt Hart, Ed Hardt, Bob Shotwell, and J. B. Boyd. Personnel present from the County: Tuck Wilson, Tom Guiney, and Tor Lyshaug. Personnel present from Zimmer Gunsul Frasca: Dale Morrow, Carl Freeze, and John Romish who chaired the meeting. The Agenda of the previous meeting was utilized as a discussion paper. In my memo of May 21, prime items of interest were as follows:

I. Cost to Date. I gave to Tuck Wilson, my opinion of what cost to date incurred by Multnomah County was. This total was $570,703.44.

II. Pedestrian Walkway. Considerable discussion evolved on what our intent was, and what our responsibilities were. The Architect is claiming that the amount which I contended was agreed upon of 2 feet, was not what they understood. I indicated to them that what was required by the workmen's compensation and/or the building code would be a logical basis for discussion, but I indicated I had never been given this in formal form. It must be in a written document that I can discuss with the Federal Highway Administration in order to get their agreement. I would not agree to any changes that were not substantially proven to FHWA and receive their concurrence.

III. The sharing of costs on the mechanical space appears to be a question of ratio. The space for solar must be subtracted and then some type of a sharing agreement be made on the remainder. Whether this is on a ratio of cost, area, or whatever, must be substantiated and proven to FHWA. The Architect argued that the mechanical space required for the District Operations space was not in direct proportion to that required for the Shops. My answer was, form your basis of opinion, and give it to us in writing.

RECEIVED
TECHNICAL SERVICES
JUN 11 '80
REFER TO
FOR
Info | Inves | R/D | [illegible] | Sign | Act | File

IV. Site Work. We discussed the plans and Mr. John Romish indicated to me upon measurement, that total area to be improved shown on the plans equals approximately 7.4 acres, which is in excess of the 6.3 acres which we indicated in agreement. Under this ratio it would be 15% paid for by the County, and 85% paid for by the State, if the still plan holds. We must still get an agreement of the changed condition, i.e. non-paving.

V. Landscape Work. I indicated to them that our Landscape Engineer had reviewed the plans and had some suggestions which I have transmitted to them in writing. It appeared that the County was amiable to some changes as they could see problems in the landscaping with future maintenance.

VI. Escalation Factor. This again was discussed, Mr. Tuck Wilson taking the lead in this particular item. It was his opinion that when we wrote the agreement as it pertained to the time between the June 30 valuation date and the contract date, that we were searching for some level of justification. We decided upon the "Engineering News Record," as it appeared to be the only one available at the time. This based on my research and also based on the recommendations of the Architect.

Now the Architect is arguing that the "Engineering News Record" is not applicable to the conditions that we find ourselves. I indicated that until the June information was out, we would not know what "Engineering News Record" was indicating, but any justification would have to be in writing and would have to be approved by FHWA. Turner said that they are sure they can substantiate one percent a month. The problem as I indicated, was that the Architect had failed to identify any escalation factor as being applicable, but a wide range of factors none of which could be utilized in solving the problem. I did agree to look at any written documents purporting a better validation of what inflation between June 30 and contract date was, but that any work that I would do to validate it, would also have to be agreed upon by FHWA or I could not change the agreement.

VII. Site Work Questions. Serious questions appear in my mind as to the solutions for the removal of the spoil pile and the surfacing details shown on the plans. I, upon returning to the office, decided to discuss the design criteria with Mr. Clarence Gregg, and determine if we could recommend some improvements in their design for the site.

VIII. Contracting. After much discussion, it was decided that the best course of action was to proceed as quickly as possible to an advertising date. To continue with solutions to the road work and additive alternates in preparation for an addendum to be sent to contractors approximately 2 weeks after ad date. This would allow the 4-week ad period to proceed still allowing the project within budget, and allow for solutions to problems such as the spoil pile, access to the lower level, and the surfacing details, and still meet the contract deadlines. The one problem outstanding is the conflict between the pre-stress contract, and his need for footings by the General Contractor. Mr. Ed Hardt said that he and Bob Shotwell would contact Morse Brothers and determine their feelings regarding this delay in time as it relates to pre-stress work.

JBB:jh

cc: Tom Walsh
E. S. Hunter
Walt Hart
Ed Hardt
Bob Shotwell
John Day
Tuck Wilson
Tom Guiney
Glen Green

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.:

June 6, 1980

Tuck Wilson, Director
Department of Justice
Services
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Landscape Plans &
Specifications
Multnomah County
Operations &
Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311

Dear Tuck:

The landscape plans included in our General Contract have been reviewed by our Landscape Engineer, Mr. Merle Anderson. Mr. Anderson has made some constructive comments on the specifications as they are written. In line with our responsibilities I request that you take these recommendations as our comments on that portion of the plans. Many of these suggestions are in the County's interest and should be included both as a future maintenance savings and also as an overall cost benefit to the project.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jh
enc.

cc: Tom Walsh
E. S. Hunter
J. H. Versteeg
Merle Anderson
Glen Green w/attach.
Tom Guiney w/attach.
John Romish w/attach.

Form 734-3122

05/Mult-18-1

ROAD DESIGN - Landscape Unit   378-3881

J. B. Boyd
Manager, Right of Way

Merle Anderson
Landscape Engineer

Multnomah County Maintenance
and Operations Facility
Landscape Plans and Specifications

June 5, 1980

1 Versteeg ✓
Anderson
Christensen
2 Olson Ctt.
3 Sullivan JWS
Terpin
Trout
Wakerlig

John
o.b.

RECEIVED

JUN 5 1980

ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

I have reviewed the plans and specifications and offer the following comments:

1. TREES:

A. Size & Condition: The 2½"-3" caliper trees, balled and burlapped, specified are costly and could be difficult to locate in quantity. I recommend using 1¼"-1½" caliper, bare root trees. A 2½"-3" caliper, bare root tree is the maximum I would use when planting in large quantities.

B. Use of Trees: On the plan there is a group of three linear rows of trees at the west end of the project. Recommend the one row of trees shown in the lawn area be eliminated to facilitate maintenance of the lawn area. Two rows planted at staggered intervals should be sufficient for any screening effects desired. If tree mass is important, then another choice of trees should be considered.

2. SHRUBS:

A. Myrica californica-Pacific wax myrtle: Specified at 36"-40" size. This large of plant is not available in nursery stock, except possibly as a specimen plant. An 18"-24" size plant in the quantity specified would be reasonable and available.

B. Cytisus praecox "Moonlight"-moonlight broom: Broom planted in large quantities has brought several complaints from the public as to it affecting people with hayfever and allergies when in bloom. Although we question the validity of this, we have discontinued using large quantities in our landscape plantings. This complaint possibly won't be a problem in a maintenance facility.

C. Shrub details 3/L-2 and 5/L-2 show the planting hole to be 24" wider than the root ball. Twice the size of the root ball is normally sufficient.

3. GROUND COVER:

   A. Hyperlcum calycinum-Aaron's Beard St. Johnswort: Specified at 12" on-center spacing. Normal spacing is 18" on-center, except where an immediate landscape effect is desired. For this project 18" on-center would be sufficient and would use 56% less plants.

4. LAWN: The seeding mixture specified is a roadside seeding mixture used by the State of Oregon. Since the seedbed preparation has been specified for growing good turf and the areas are irrigated, I recommend a good lawn seed mixture be used. Suggest two alternate mixtures that could be used at the rates indicated:

   1. Bluegrass turf: (based on 5lb seed per 1000 sq ft):

165#/AC	"Adelphi", "Baron", "Bonnieblue", "Fylking" or "Merion" bluegrass. (Blend two varieties together in equal amounts.)
20#/AC	"Fortress", "Illahee" or "Ensylva" creeping red fescue.
20#/AC	"Jamestown", "Banner" or "Highlight" chewing fescue.
15#/AC	"Manhattan", "Derby", "Citation" or "Omega" perennial ryegrass.

   2. Lawn turf subject to heavy wear:

110#/AC	Bluegrass in two of the varieties listed above.
110#/AC	Perennial ryegrass in one of the varieties listed above.

5. IRRIGATION: Overall a good system.

   A. 1½" valves could be used instead of the 2" specified.

   B. Lawn and Hypericum is watered together on the west end of the project. These should be separated. The lawn requires more water than does the Hypericum.

6. TOPSOIL: Landscape plans note a minimum of 10" of topsoil. The specifications state a minimum of 8" of topsoil. Six inches of topsoil is adequate for lawn areas.

7. Detail 6/L-1 Steel eding and large round rock:

   A. Detail is shown to be used around all planting areas adjacent to surfaced roads and parking. Does this include the rock to be used in these areas also? If so, how wide of area?

   B. Specifications call for a minimum 10" diameter on rock. Will this require hand picking or running over a screen? If so, possibly specifying a percentage (75% between 10" and 20") would facilitate the use of machinery and still provide the desired results at less cost. (Note: Detail graphically shows smaller rock than 10".)

8. WOOD BOLLARDS:

   A. Minimal parking dimensions may conflict with manueverability around bollards.

   B. Type of future parking use does not reflect the need for barriers.

   C. Recommend curbing paved edges adjacent to the top of banks and striping parking stalls.

9. SPECIFICATIONS:

   A. Section 3.4A directs to planting root ball 2" above grade, but planting detail directs to set at original grade.

   B. Sections 3.4E and 3.5C directs to provide not less than 2" of bark mulch, but planting detail shows 3" of bark mulch.

MAA:cj

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

Highway 378-6299
DEPT TELEPHONE

TO: File DATE: May 21, 1980

RECEIVED
DOT DIRECTOR
MAY 23 '80
REFER TO
FOR

Info	Init	R/D	O/R	Sign	Act	File

JBBoyd

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Multnomah County Operations
& Maintenance Facility
File 46993-A
FAP No. I-205-7(8)311

During the past week I have analyzed the cost projections by Zimmer Gunsul Frasca. It was obvious on this review that the costs of this project were exceeding the Multnomah County budget by a considerable amount. I advised Mr. Tuck Wilson of this fact, and agreed to discussing it with him Wednesday, May 21, 9:00 a.m. Mr. Tom Walsh, Mr. Tuck Wilson, Mr. Tom Guiney, and myself were in attendance.

Mr. Tuck Wilson has alerted the County to the problems and he advises me that Mr. Tom Guiney has been made directly accountable for bringing this project into line for Multnomah County along with the site representative, Mr. Dick Dusa.

The direct and pressing problem is that there is a shortfall of $898,316 based on my calculations which are attached. After considerable discussion of methods of attacking the problem, I gave to the County, my perception of deductible alternates as indicated on Attachment 1.

A second method was discussed and decided upon; that of having the Architect be given the task of hiring Turner Construction Company to review the plans, specifications, and equipment defined in the project, maintaining functional utility, but removing what is excess to the needs of the County in order to minimize costs.

After this decision, several topics of question which I will ennumerate, were laid on the table and were either solved or will be solved in the near future; they are as follows:

1) Allowable Area. I indicated the process which I had gone through in order to obtain the square footage shown on Attachment 2, which is also the estimate of cost, and explained that each one of the areas finally must be defined on a set of prints so that everyone will understand the functional areas and how they were accounted for. I believe the areas are well defined now on the present plan and can be documented by the Architect. Subsequent to the Turner investigation, a deletion

of some of the County betterment improvements may require a re-analysis of the space allotments.

2) Escalation Factor. The escalation factor is clearly defined in the agreement as being the "Engineering News Record Building Cost Index." What isn't completely clear, is whether this is the National, the San Francisco Index, or the Seattle Index. For the sake of clarity, after the June figures are in, a decision should be made as to what specific Index should be utilized. At the present time there is a disparity between Seattle and San Francisco of approximately 4%.

3) Site Work. It has always been accepted that Functional Replacement would provide the County with comparable areas in the site that were available to them at Rocky Butte or approximately 6.3 acres of parking and storage paved areas. The program has changed considerably with the proposal not to pave a good share of the parking areas to allow for settlement and merely put a binder on to alleviate dust problems. The question of our responsibility for future pavement must be settled prior to their occupancy of the site and our wish to receive a clearance as to having satisfied Functional Replacement at that time. The site work necessary such as irrigation, landscaping, to meet the requirements ofthe planning authorities, would be a portion of the Functional Replacement responsibility. The Architect must provide a narrative as to the assumptions that he made relative to the site work costs and what he believes is Functional Replacement.

4) Waterline. The present plan is to provide the cost of the waterline necessary to service this facility. The Water District has made some indication that they wish to provide a larger service down 190th, anything over the direct Functional Replacement responsibility must be paid for by them. This is similar solution to the sewer line.

5) Equipment List. I indicated that I had mailed the equipment analysis to them yesterday, and that Mr. Tom Guiney had discussed it on the telephone, and was in general agreement with the list as it was submitted to Mr. Tuck Wilson. The second item in the equipment list is the contention of the County that the emergency power generator is partially a Functional Replacement responsibility. I indicated that this would have to be documented clearly and that the Federal Highway Administration must be in agreement with that analysis before I could agree to participation.

6) Telephone Costs. I indicated that this would be a normal relocation cost, but that the facilities at the new shop should be comparable to the facilities presently at Rocky Butte.

7) Equipment Moving. If the County is forced to delay their betterments in equipment we would use our standard relocation procedures in moving equipment such as lathes, drill presses, etc.

8) Ratio. 25/75 is presently the ratio shown in the contract based on the present cost analysis that I have prepared and shown in Attachment 2. If and when the County brings their costs within budget, this ratio will be re-analyzed as it's indicated in our present agreement and adjusted in accordance with that.

9) Mechanical Space. The County has assumed in the past, that the costs of the mechanical space would all be born by Functional Replacement. I indicated that this was subject to resolution, but that I did not believe that the mechanical space required by the betterments should be included in Functional Replacement costs. When the Turner Construction Company looks at the mechanical spaces they may decide that they are over-designed or there is little justification for betterment costs being allocated to the County. This would have to be proven.

10) Spoil Pile. The question of the line of demarkation between the site originally envisioned, and that after the spoil pile had been placed on there, is subject to negotiation. It was my opinion that that line was definable by a 3 foot cover of gravelly material placed over the garbage in the original instance and that this line could be determined leaving the County's responsibility for the spoil pile above that line. If this line is not readily apparent then we will have to provide a clear definition of the amount of material for backfill of the walls and berm fill. The factor for compaction is not clear either.

11) County Furnished Rock. I indicated by memo dated May 12, that the County had been furnished a tabulation of rock by Mr. Shotwell. If the rock is in the building prism it is counted as a building cost provided it is above the floor elevation.

If the rock is for stabilization of roads for contractor haul roads it is indicated by Mr. Shotwell's memo; his understanding that the contractor was to purchase directly from County.

If the rock is for permanent roads the determination of responsibility will be as settled by (3) and concurred in by all parties as site work.

The Turner cost studies must take place within the next two week period. It is absolutely mandatory that this be done expeditiously and whatever decisions to bring this project within budget are made. Any delays in excess of two weeks will cause problems with the pre-stressed contract and the manufacture of these pre-stressed items underway at the present time. This two week period will delay the general contract advertising by two weeks.

JBB:jh
attach.

cc: Tom Walsh
F. B. Klaboe ✓
H. S. Coulter
E. S. Hunter
Walt Hart
Ed Hardt
Bob Shotwell
John Day
Glen Green
Tuck Wilson
Tom Guiney

ATTACHMENT 1

Convert all County betterment upper floors to Shell - 4609.30

I. Convert all basement space to Shell - 8775.70
13,385 x (65.75 - 25.82) = 534,463

II.	Remove Alternate		
	a. Dynometer	36,000	
	b. Solar	497,571	(County Share)
	c. Irrigation	35,000	
	d. Fleet Wash	13,000	
	e. Fuel Tank Extra	30,000	
III.	Generator Make do with existing	90,000	
IV.	County Option Equipment	265,905	
	Saving	1,501,939	

ATTACHMENT 2

JOB . . 9017-05
MULTNOMAH COUNTY MAINTENANCE AND
OPERATIONS FACILITY

BUDGET STUDY

MAY 15, 1980
REVISED/SD ESTIMATE NOVEMBER 15, 1979
ASSUMES BID COST MAY 1, 1980

STATE OF OREGON PARTICIPATION	GROSS AREA/SF	UNIT COST $/F	BUILDING DIRECT CONSTRUCTION	TOTAL DIRECT CONSTRUCTION	OTHER COST	TOTAL PROJECT
FUEL BUILDING & FACILITY	1,000			190,000 ?		
SITE WORK (GENERAL)				627,400		
SHOPS LEVEL	84254					
Office, Shops, Stroage	5 ~~85,348~~	65.75	5539701			
Pedestrian Circulation & Mechanical	5926 993 ~~7,274~~	65.75	389635 65290			
SUB-TOTAL SHOPS LEVEL	~~92,622~~ 91173	65.75	~~6,089,900~~ 5994625	~~6,089,900~~ 5994625		
LOWER LEVEL						
Parks & Memorials						
Office	3,146	65.75	206,850			
Parking	5,073	5 25.82	130985			
District Operations						
Office	1,182	65.75	77717			
Parking	29,399	25.82	759082			
Shops Bulk Storage	1959 ~~1,073~~	25.82	50,581			
Mechanical	1484 ~~545~~	65.75 ~~25.82~~	97,573			
SUB-TOTAL	~~44,210~~ 42243		~~1,237,100~~ 1322788	~~1,237,100~~ 1322788.		
OFF-SITE SEWER EXTENSION					277,200	
BUILT-IN EQUIPMENT & FURNISHINGS					~~523,500~~ 139560	
SUB-TOTAL STATE PARTICIPATION						
Direct Construction & Equipment	133416 ~~132,840~~	54.74	7317413 ~~7,327,000~~	8134813 ~~8,144,400~~	416760 ~~800,700~~	8551573 ~~$8,945,100~~
OTHER PROJECT COST	(133416)(45.39)=6055752.24 × 1.06 EST 6419 097.37					
A & E Fees for Construction Documents				336,300		
A & E Fees for Construction				72,000		
Tudor Engineering Fees					30,600	
Off-Site Sewer A & E Fees					-0-	
Dames and Moore Fees				20,200		
Solar A & E Fees					-0-	
Other City Fees				9,700		
Insurance				5,700		
Administrative Costs				-0-	-0-	
Project Contingency				-0-		
SUB-TOTAL				443,900 ✓	30,600 ✓	474,500 ✓
TOTAL STATE OF OREGON BUDGET				Shortfall		9026073 ~~$9,419,000~~ - 898316 8,127,757
MULTNOMAH COUNTY PARTICIPATION						
District Circulation	10,000	25.82	258,200	258,200		
Piling & Foundation				451,400		
Off-Site Sewer Extension					231,900	
Built-In Equipment & Furnishings					275,000	
Solar					497,600	
MULTNOMAH COUNTY ADDITIVES						
Sitework/Sludge Pile Aboce Elev. 260				459,000		
SHOPS LEVEL						
Offices & Shops	3966 ~~6,915~~ 5011	65.75	260765 ~~454,700~~ 329473	590238 ~~454,700~~		
LOWER LEVEL						
Parks & Memorials						
Offices	1860 ~~1,436~~	65.75	122295			
Parking	6491 ~~16,300~~	25.82	167,598			
District Operations	2459					

	42243		1322180	1322180			
OFF-SITE SEWER EXTENSION					277,200		
BUILT-IN EQUIPMENT & FURNISHINGS					~~523,500~~ 139560		
SUB-TOTAL STATE PARTICIPATION							
Direct Construction & Equipment	133416 ~~133,840~~	54.74	7317413 ~~7,327,000~~	8134813 ~~8,144,400~~	416760 ~~800,700~~	8551573 ~~$8,945,100~~	
OTHER PROJECT COST	(133416)(45.39)=6055752.24 × 1.06 EST 6419 097.37						
A & E Fees for Construction Documents				336,300			
A & E Fees for Construction				72,000			
Tudor Engineering Fees					30,600		
Off-Site Sewer A & E Fees					-0-		
Dames and Moore Fees				20,200			
Solar A & E Fees					-0-		
Other City Fees				9,700			
Insurance				5,700			
Administrative Costs				-0-	-0-		
Project Contingency				-0-			
SUB-TOTAL				443,900 ✓	30,600 ✓	474,500 ✓	
TOTAL STATE OF OREGON BUDGET				Shortfall		9026078 ~~$9,419,000~~ - 898316 8,127,757	
MULTNOMAH COUNTY PARTICIPATION							
District Circulation	10,000	25.82	258,200	258,200			
Piling & Foundation				451,400			
Off-Site Sewer Extension					231,900		
Built-In Equipment & Furnishings					275,000		
Solar					497,600		
MULTNOMAH COUNTY ADDITIVES							
Sitework/Sludge Pile Aboce Elev. 260				459,000			
SHOPS LEVEL							
Offices & Shops	3966 ~~6,915~~ 5011	65.75	260765 ~~454,700~~ 329473	590238 ~~454,700~~			
LOWER LEVEL							
Parks & Memorials							
Offices	1860 ~~1,436~~	65.75	122295				
Parking	6491 ~~16,300~~	25.82	167,598				
District Operations							
Offices	2459 ~~2,636~~	65.75	161679				
Parking	18872 ~~13,451~~	25.82	487275				
Mechanical	Solar — 1853 1669 ~~[illegible]~~	65.75 ~~25.82~~	121835 109737				
SUB-TOTAL LOWER LEVEL	~~34,842~~ 42181		~~1,063,000~~ 1170419	~~1,063,000~~ 1170419			
SUB-TOTAL MULTNOMAH COUNTY							
Direct Construction & Equipment	~~51,753~~ 52181	34.21 ~~37.34~~	~~1,775,900~~ 2018657	~~2,606,300~~ 2470297	~~1,004,500~~ 995376	~~3,690,800~~ 3465673	
Department of Energy Solar Grant Including A & E Fees					304,800	304,800	— DOE Energy grant should it be shown as A credit on budget
OTHER PROJECT COST							
A & E Fees for Construction Documents				79,000			
A & E Fees for Construction				16,100			
Tudor Engineering					19,300		
Off-Site Sewer A & E Fees					-0-		
Dames and Moore Fees				4,800			
Solar					22,000		
Other City Fees				2,300			
Insurance				1,300			
Project Contingency				300			
SUB-TOTAL				103,800	41,300	145,100	
TOTAL MULTNOMAH COUNTY BUDGET (Includes Department of Energy Grant)				Shortfall		2916273 ~~$4,140,700~~ 898316	
TOTAL PROJECT						~~$13,560,300~~ 4814589 12,942,346	

Note: Equipment & Off-Site Budget needs to be reviewed.

Jun 5 I-205 Job 18-1

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 4/25/80
Donald L Rout

Sep 11 '80
~~May 29, 1980~~ Bid Letting ________ All Clear Deadline

SECTION Mult. Co. Maint. & Operations Phase #3
Highway I-205
County Multnomah Region I
Type of Work Structure Funds FAI City/Co
State___ Consultant ___ Plans Avail.___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒				
Negative Declaration	☒				
Project Assessment		☒			☒
Write-off Letter	☒				
PERMITS:					
Division of State Lands	☒				
D.O.G.M.I.	☒				
Corps of Engineers	☒				
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				
CULTURAL:					
Cultural Survey		☒			☒
Cultural Salvage	☒				
NOISE:					
Noise Study		☒			☒

Form FHWA 121 (6/79)

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

memorandum

Subject: Oregon Project I-205-7(8)311
Functional Replacement of Rocky Butte Shops

Date: April 7, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Right of way Manager Boyd forwarded Supplement No. 1, Phase III Agreement, dated April 4, 1980 concerning the State's right of way settlement with Multnomah County of $1,441,000 covering acquisition of 39.12 acres of land. The agreement includes a clause providing for payment of interest at the rate of 8% to Multnomah County for moneys retained by the State.

As agreed to by Mr. Boyd, Federal funds will not participate in the interest payments. Federal participation in the settlement of $1,441,000 is under consideration and you will be advised soon as to our determination.

G. L. Green

cc:
OSHD (B. Boyd)
OSHD (F. Lowe)
OSHD (D. Swan)
OSHD (Accounting)

Boyd - I assume this a like provision got us 8% from county on the jail?. H

RECEIVED
STATE HWY ENGR
APR 10 '80
REFER TO
FOR
Info Invest Ret

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

April 4, 1980

MISC. CONTRACTS and
AGREEMENTS No. 545

Tuck Wilson, Director
Department of Justice Services
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: Supplement No. 1
Phase III Agreement
Rocky Butte Operations &
Maintenance Facilities
File 46993-A
FAP No. I-205-7(8)311

Dear Tuck:

I am returning a fully executed copy of Supplement No. 1 to the Phase III Agreement. This Agreement has been approved by Chairman Yturri of the Oregon Transportation Commission on this date and signed by Mr. H. S. Coulter.

We will be setting up shortly, a standard method of advising you of your remaining balance monthly. Your 8% interest will begin on the date of recording of the Bargain and Sale Deed for the property at Rocky Butte.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jh
enc.

cc: Chairman Yturri
H. S. Coulter
E. S. Hunter
D. H. Moehring
Robert Gormsen w/attach.
Glen Green

ROW 12

STATE OF OREGON — INTEROFFICE MEMO

Highway
DEPT

378-6299
TELEPHONE

TO: Vern Skoog
Highway Controller

DATE April 4, 1980

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Supplement No. 1
Phase III Agreement
Rocky Butte Operations &
Maintenance Facilities
File 46993-A
FAP No. I-205-7(8)311

Attached is Supplement No. 1 to the Phase III Agreement for the above subject project. The handling of the payment to Multnomah County for their property being acquired on the East Portland Freeway, was discussed with you. The terms of this Agreement are in accordance with that discussion. Multnomah County will receive 8% interest on monies retained by the State which remain after contract payments which the County is liable for under the terms of previous agreements.

The approval of the $1,441,000 is still subject to some appraisal questions which have been answered by the Division to the Federal Highway Administration some time ago; they have still not replied as to the full credit for this amount. We are, however, obligated under the terms of our agreement, to compensate Multnomah County in this amount.

Multnomah County will continue to utilize the Public Works Facility and the Jail Facility until such time as the replacement facilities are occupied. At that point in time all improvements will become the property of the Oregon Transportation Commission and disposed of in accordance with our usual procedures. This Agreement does not require the concurrence of the Federal Highway Administration. Telephonic approval for this agreement was received from Chairman Yturri on this date.

JBB:jh
attach.

cc: Chairman Yturri
H. S. Coulter
E. S. Hunter
D. H. Moehring w/attach.
Robert Gormsen w/attach. ✓
Glen Green w/attach.
Tuck Wilson

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311
Functional Replacement of
Rocky Butte Shops

Date: December 12, 1979

Reply to Attn. of: HRW-OR

From: G. L. Green, Division Administrator

To: Mr. H. S. Coulter, STate Highway Engineer

Mr. Swan's letter of December 5, 1979, forwarded for our approval two copies of the executed agreements:

1. County/State Supplemental Agreement No. 3 to Phase II for the Multnomah County Shops relocation.
2. County/State Agreement for Phase III for Multnomah County Shops relocation.

I am approving the agreements subject to the limitations set forth in my letter dated September 4, 1979 and FHWA's "Letter of Approval and Authorization" effective September 4, 1979.

GLGreen
G. L. Green

Attachments:
ApprovedCopy of Supp.Agreement No. 3 to Phase II
Approved Copy for Phase III
Ltr from FHWA dtd 9-4-79
Ltr of Approval & Auth. dtd 9-4-79

cc:
D. E. Swan
J. B. Boyd

RECEIVED
STATE HWY ENGR
DEC 14 '79
REFER TO
FOR
Info [illegible] File

12-17

GENERAL FILES

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311
Draft Copy of Rocky Butte
Operations and Maintenance Facilities
Phase III Agreement

Date: October 17, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer

Right of Way Manager Boyd's letter of October 11, 1979 forwarded a new draft of a proposed County/State agreement. My comments are as follows:

1. On Page 2, in separate paragraphs, the agreement states "The State and FHWA subsequently approved the terms of this agreement." and "This agreement set forth the terms and conditions of Federal and State participation." My letter dated September 4, 1979 along with our Letter of Authorization approved the Phase II agreement between the County and Zimmer Gunsul Frasca subject, however, to certain limitations as to the extent of Federal participation. In order not to mislead the County concerning FHWA's position, the references to FHWA approval and Federal participation should be deleted. If the State desires to retain the sentences, as is, then the sentences should be modified to indicate the limitations of Federal participation.

2. Concerning Item 8 on Page 4, which states "The County shall be responsible for meeting any shortfall between the actual bids and its budget for its portion of the Project....." we do not believe that this sentence is in accordance with the February 16, 1979 agreement between the State and the County. The February 16 agreement set forth a procedure wherein the State would participate in the cost of construction, excluding the cost of ineligible betterments and piling floor costs, not to exceed the cost of an above-ground facility. The cost of an above-ground facility was based upon the Lane County Shops and, in effect, an upper limit of cost was established. Therefore, the County would be responsible for any costs in excess of the amount established as representing the cost of an above-ground facility based upon Lane County Shops. We recommend a re-write of this paragraph.

3. Concerning the sentence in Mr. Boyd's letter of October 11, which states "Hopefully FHWA will accept trade-off in State not charging County for engineering betterments in return for County not charging State and FHWA for protecting its interests in functional replacement." It continues to be the County's responsibility

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to fund engineering betterments or the cost of construction management for that portion of the project involving ineligible betterments and increases in the size of the proposed building over and above functional replacement funding. If the State and County believe that it is necessary for the County to have a representative as part of the construction management team, then such cost would be eligible as a regular project item.

Attached is a copy of my letter of September 4, 1979 which set forth the limitations on Federal participation.

GLGreen

G. L. Green

Attachments:
FHWA ltr dtd 9-4-79

cc: w/attachment
OSHD (J Boyd)
(J Chidsey)

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

The Oregon Division - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(8)311
Functional Replacement of Rocky Butte
Shops - Final Draft Phase III Agreement

Date: October 5, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter, State Highway Engineer

Right of Way Manager Boyd's letter of October 1, 1979 forwarded a revised final draft of an agreement between the State and the County for the Shops. Our comments are as follows:

1. The first paragraph on page 2 of the agreement states "The State and FHWA subsequently approved the terms of this agreement." Our letter of September 4, 1979 and FHWA's authorization to proceed set forth limitations as to the extent of Federal participation.

2. Item 6 of the agreement states "County will be given credit for mechanical space and pedestrian walkways in the Equipment Shops area as required by code or regulations and shall be responsible for cost as provided for in other agreements." We suggest that this sentence be clarified to indicate the costs the County will be responsible for, or refer to the specific agreement that provides for County responsibility for costs.

3. Item 7 states, in part, "State shall be responsible for any additional construction costs resulting from its erroneous instructions or judgement." My letter of September 4, 1979 set forth the limitations of Federal participation. Therefore, Federal funds cannot participate in the additional costs that may be incurred under the Phase III Agreement.

4. The last sentence of Item 9 states "The remainder will be the responsibility of State provided it does not exceed the limit previously stated with adjustments and credits." We suggest this sentence be clarified to indicate the limit or refer to the agreement where the cost limit is stated.

5. Under the agreement, the State is assuming the responsibility for handling the entire project for the County. Any costs incurred that do not relate to eligible functional replacement items would be nonparticipating. This would include the cost of State personnel engaged on the project for items other than functional replacement funding.

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Boyd 10-8-79
Please discuss with me.
E.S.H.

G. L. Green

Attachment: FHWA ltr 9-4-79

cc: OSHD (J Chidsey,(F Lowe),(Proj Mgmt),(Accts) w/attachment

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
RAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: September 4, 1979

In reply refer to: HRW-OR

SUBJECT: Oregon Project I-205-7(8)311
Functional Replacement of Rocky Butte Shops
County/Architect Agreement

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Attached is our authorization covering the County/Architect Agreement. It is necessary to condition our authorization because the architect has already been authorized by the State to proceed and the State's submission did not include the data required by paragraph 6d of FHPM 6-1-2(2).

I believe this is a good time to outline some of the major issues that must be resolved between FHWA, State, and County:

1. The County's budget, Exhibit G, includes a figure of $5,525,000 for the new shops. Federal funds will participate in the cost of shops based upon the contract figures shown on the revised replacement cost sheets, dated March 25, 1979, in the Dennis & Associates report plus an escalation factor of 30% for the Fleet Service Building and Maintenance Building. For the Storage Building the escalation factor would be 23%. Federal participation would exclude the cost of ineligible betterments and piling floor costs.

2. The County's budget, Exhibit G, includes a figure of $439,600 for mechanical and pedestrian space. The architects are expected to attempt to provide pedestrian circulation within the allotted 125,682 square feet of gross space. Participation in additional space will be allowed only if required by the authorities administering existing codes or laws.

3. The County's budget, Exhibit G, includes a figure of $1,551,200 for site work. The present site has limited improvements. Federal funds should not be expected to fund site improvements that substantially exceed those at the existing facility except those that may be required by State law or local codes.

4. The County's budget, Exhibit G, includes a figure of $474,000 for built-in equipment and furnishings. Under your agreement with Multnomah County we understand that you will determine whether or not certain fixtures and trade fixture (Classifications A and B) can comply or can be economically made to

comply with occupational safety and health standards. If such items can be moved, they should not be functionally replaced. We further understand that the budget figure of $5,525,000 for the shop building includes certain equipment as set forth in the Dennis & Associates report which should not be funded separately as equipment.

5. Participation in the State's agreement to pay the County $1,441,000 for 39.2 acres of land is subject to the resolution of appraisal questions raised in my letter of July 23, 1979.

6. It is our understanding that the 12,000 gross sq. ft. of space allocated to Parks and Memorial will be constructed as a separate building. Justification is needed for 1695 sq. ft. of administrative space and conversion of 1465 sq. ft. to shop stalls.

7. Present agreements between the County and the State do not address the method that will be used to segregate the cost of ineligible betterments such as additional space for Districts 3 and 5 and Parks and Memorial. We believe this matter should be resolved early so that all parties are aware of their share of the estimated costs as the design of the facility advances.

The above items have been brought to your attention in previous letters from this office dated January 5, February 23, March 6, March 19, July 23, and August 6, 1979. We understand that the County has recognized some of these problems by endorsement of Right of Way Manager Boyd's inter-office memorandum of August 3, 1979.

G. L. Green

Attachments:
FHWA ltrs dtd Jan 5, Feb 23, Mar 6,) Sent to J B Boyd only
Mar 19, Jul 23 & Aug 6,1979)
County/Architect Agmt authorization
cc:
OSHD (J B Boyd)
OSHD (J E Chidsey)
FHWA (R Pillsbury) w/attachments
FHWA (C Christianson)

OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 05-7(8)311

STATE PROJECT NO. See below

PROGRAM NO.

COUNTY NAME Multnomah

ROM: G. L. Green, Division Administrator

ITEM NO. I-447

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 9-4-79

FEDERAL ROUTE NUMBER Interstate 205

STATE ROUTE NUMBER Primary 64

GENERAL LOCATION:

NE Siskiyou Street - NE Glisan Street Section

GENERAL DESCRIPTION OF WORK:

Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Consultant Agreement
Zimmer, Gunsul & Frasca

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8-31-79 I approve the agreement with Zimmer, Gunsul & Frasca for the Phase II design and preparation of construction plans for the Multnomah County Public Works Facility on the subject project. Reimbursement on actual cost plus net fee estimated to be $366,467 with Federal participation limited to the approved pro-rata share is approved.

This authorization is subject to the following:

1. Costs incurred before the date of this authorization are not eligible for participation.

Continuation of Letter of Approval and Authorization:

2. Costs incurred by subconsultants listed under Item B on Page 1 of Exhibit C of the County/Architect Agreement are not eligible for participation until the consultants submit the data required by paragraph 6d of FHPM 6-1-2(2) and such data is approved by the State and submitted to the FHWA for concurrence.

3. Participation limited to costs incurred because of the functional replacement program. Costs incurred because of ineligible betterments and additional services described as "Separation of Costs" are not eligible for participation.

4. Soils investigation consultant and equipment consultant are not authorized by this document. A separate consultant agreement or a supplemental agreement is required.

5. Participation in the architect's compensation that might occur due to termination of agreement will be based upon Right of Way Manager J. B. Boyd's August 27, 1979, letter which indicates the term "architect" covers all consultants.

6. Subject to the comments in our letter dated September 4, 1979.

Date: 9-4-79 Signature of Approving Official

for Division Administrator

11.55

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No :

November 9, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Phase III County/State Agreement
Multnomah County Shops
Rocky Butte Relocation
I-205-7(8)311
R/W File 46993

MISC. CONTRACTS and AGREEMENTS No.______

Dear Glen:

Attached is a copy of the fully executed County/State Agreement for Phase III of the new Multnomah County shops for your information and review. By a copy of this letter, I am requesting the Federal Aid Section to submit formal request for approval and concurrence.

Yours truly,

J. E. Chidsey
Rocky Butte Relocation

JEC:mm

Attachment

cc: Tom Walsh w/att.
D. E. Swan w/2 atts.
C. W. Head w/original att.
E. L. Hardt w/att.
Robert Shotwell w/att.
J. B. Boyd

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 11, 1979

In Reply Refer to
File No

Draft Copy
Rocky Butte Operations
& Maintenance Facilities
Phase III Agreement
File 46993
FAP No. I-205-7(8)311

Tuck Wilson, Director
Department of Justice Services
1021 SW Fourth Avenue
Portland, OR 97204

Glen Green, Division Administrator
Federal Highway Administration
530 Center St. NE, Suite 100
Salem, OR 97301

Tom Walsh, Member
Oregon Transportation Commission
c/o Walsh Construction Company
3015 SW First St.
Portland, Oregon 97201

Jack Sollis, Assistant Attorney
General and Counsel
211 Transportation Building
Salem, OR 97310

RECEIVED
DOT DIRECTOR
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Gentlemen:

A new draft of the County/State Agreement has been prepared utilizing suggestions by Tuck Wilson mainly in the following areas:

Page 4, Paragraph 6 - added "as required"
Page 4, Paragraph 8 - complete rewrite
Page 5, Paragraph 9 - added "separate bid packages when possible or"
Page 5, Paragraph 10 - clarified County responsibility during construction phase.

Hopefully FHWA will accept trade off in State not charging County for engineering betterments in return for County not charging State and FHWA for protecting its interests in functional replacement.

Our target is to submit the agreements to the Oregon Transportation Commission at their October 24 meeting in Ontario.

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB:mk

cc: F. B. Klaboe w/attach.✓
H. S. Coulter w/attach.
E. S. Hunter w/attach.
Jim Chidsey w/attach.
Ed Hardt w/attach.

Form 734-3122

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: September 25, 1979

In reply refer to: HRW-OR

SUBJECT: Oregon Project I-205-7(8)311
Functional Replacement of Rocky Butte Shops
Final Draft, Phase III Agreement
Rocky Butte Shops

FROM: G. L. Green, Division Administrator

NOTED
H. S. COULTER

TO: Mr. H. S. Coulter, State Highway Engineer

Right of Way Manager Boyd's letter of September 19, 1979 requested our comments by September 28, 1979 so that the agreement could be finalized.

I am concerned about the State committing themselves to the expenditure of additional funds over and above the limitations set forth in the February 16, 1979 agreement between the State and Multnomah County. That agreement set forth a procedure wherein the State would participate in the cost of construction, excluding the cost of ineligible betterments and piling floor costs not to exceed the total costs of an above-ground facility. The cost of an above-ground facility was based upon the Lane County Shops and, in effect, an upper limit of cost was established.

The final draft of the Phase III agreement would commit the State to additional funding as set forth under Item 5 which states "State agrees to pay for any cost overruns or additional expense incurred during construction of the Facilities resulting from their administration of the project unless such additional costs were directly caused by County's negligence or approved in writing by the County prior to being expended." Item 7 states "State shall be responsible for any additional construction costs resulting from and their erroneous instructions or judgement."

Our letter of September 4, 1979, a copy of which is attached, set forth the limitations on Federal participation. Therefore, Federal funds cannot participate in the additional costs that may be incurred under the Phase III agreement.

The first paragraph on Page 2 of the draft agreement states "The State and FHWA subsequently approved the terms of this agreement." My letter of September 4 1979 and FHWA's authorization to proceed set forth limitations as to the extent of Federal participation.

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Under the agreement, the State is assuming the responsibility for handling the entire project for the County. Any costs incurred that do not relate to eligible functional replacement items would be nonparticipating. This would include the cost of State personnel engaged on the project for items other than functional replacement funding.

The State should review Item 10 of the agreement concering acceptance of the project by the County. You should be satisfied that this portion of the agreement will permit the State to comply with Paragraph 5e(8) of FMPM 7-2-2(1).

GL Green
G. L. Green

Attachment
FHWA ltr dtd 9-4-79

cc:
OSHD (J B Boyd)
(J Chidsey)
(F Lowe)
(D Swan)

Form FHWA 121 (Rev. 5-73)

Matthias

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project I-205-7(8)311
Functional Replacement of Rocky Butte Shops
County/Architect Agreement

DATE: September 4, 1979

In reply refer to: HRW-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Attached is our authorization covering the County/Architect Agreement. It is necessary to condition our authorization because the architect has already been authorized by the State to proceed and the State's submission did not include the data required by paragraph 6d of FHPM 6-1-2(2).

I believe this is a good time to outline some of the major issues that must be resolved between FHWA, State, and County:

1. The County's budget, Exhibit G, includes a figure of $5,525,000 for the new shops. Federal funds will participate in the cost of shops based upon the contract figures shown on the revised replacement cost sheets, dated March 25, 1979, in the Dennis & Associates report plus an escalation factor of 30% for the Fleet Service Building and Maintenance Building. For the Storage Building the escalation factor would be 23%. Federal participation would exclude the cost of ineligible betterments and piling floor costs.

2. The County's budget, Exhibit G, includes a figure of $439,600 for mechanical and pedestrian space. The architects are expected to attempt to provide pedestrian circulation within the allotted 125,682 square feet of gross space. Participation in additional space will be allowed only if required by the authorities administering existing codes or laws.

3. The County's budget, Exhibit G, includes a figure of $1,551,200 for site work. The present site has limited improvements. Federal funds should not be expected to fund site improvements that substantially exceed those at the existing facility except those that may be required by State law or local codes.

4. The County's budget, Exhibit G, includes a figure of $474,000 for built-in equipment and furnishings. Under your agreement with Multnomah County we understand that you will determine whether or not certain fixtures and trade fixture (Classifications A and B) can comply or can be economically made to

comply with occupational safety and health standards. If such items can be moved, they should not be functionally replaced. We further understand that the budget figure of $5,525,000 for the shop building includes certain equipment as set forth in the Dennis & Associates report which should not be funded separately as equipment.

5. Participation in the State's agreement to pay the County $1,441,000 for 39.2 acres of land is subject to the resolution of appraisal questions raised in my letter of July 23, 1979.

6. It is our understanding that the 12,000 gross sq. ft. of space allocated to Parks and Memorial will be constructed as a separate building. Justification is needed for 1695 sq. ft. of administrative space and conversion of 1465 sq. ft. to shop stalls.

7. Present agreements between the County and the State do not address the method that will be used to segregate the cost of ineligible betterments such as additional space for Districts 3 and 5 and Parks and Memorial. We believe this matter should be resolved early so that all parties are aware of their share of the estimated costs as the design of the facility advances.

The above items have been brought to your attention in previous letters from this office dated January 5, February 23, March 6, March 19, July 23, and August 6, 1979. We understand that the County has recognized some of these problems by endorsement of Right of Way Manager Boyd's inter-office memorandum of August 3, 1979.

G. L. Green

Attachments:
FHWA ltrs dtd Jan 5, Feb 23, Mar 6,) Sent to J B Boyd only
Mar 19, Jul 23 & Aug 6,1979)
County/Architect Agmt authorization
cc:
OSHD (J B Boyd)
OSHD (J E Chidsey)
FHWA (R Pillsbury) w/attachments
FHWA (C Christianson)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

DATE: September 18, 1979

In reply refer to: HRW-OR

SUBJECT: Oregon Project I-205-7(8)311
Functional Replacement of Rocky Butte Shops
Phase III Agreement

FROM : G. L. Green, Division Administrator

TO : ✓ Mr. H. S. Coulter, State Highway Engineer

Right of Way Manager Boyd's letters of September 7 and September 12 requested our suggestions concerning the proposed agreement to cover the functional replacement of the Rocky Butte Shops. Our comments are as follows:

1. I suggest that the State revise Item 10 of the draft agreement to meet the needs and requirements of paragraph 5e(8) of FHPM 7-2-2(1).
2. FHWA's position concerning the functional replacement and FHWA funding is outlined in my letter of September 4, 1979.

G. L. Green

cc:
OSHD (J B Boyd)
OSHD (J Chidsey)

RECEIVED
STATE HWY ENGR
SEP 19 '79
REFER TO
Boyd
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1980 Mt. Hood Hwy. @ SE 104th 9189
Ave. Sec. Mt. Hood Hwy. (Powell
Blvd.) in Portland (traf. sig.)

C & A 7296 9-8-80

~~9189~~ 5-27-81

7485

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9189	Mt. Hood Hwy. @ SE 104th Ave. Multnomah County	August 10, 1981
Delta Construction Co. No. 8974	Prairie Rd.-Irving Rd. & Park Ave.-River Rd. Lane County	August 10, 1981
Douglas S. Coats, Inc. No. 9262	Deschutes River (Sheep) Bridge Deschutes County	August 10, 1981
Ross Bros. Construction, Inc. No. 9222	Thornton Lake Bridge Benton County	August 12, 1981
W. R. Grasle Co. No. 9059	N.Tigard Intchge.-SW Beef Bend Rd. (Tigard) Multnomah & Washington Counties	August 14, 1981
A.K. Lundmark & Son, Inc. No. 8978	Nehalem River (CCC) Bridge Tillamook County	September 1, 1981
F. E. Ward, Inc. No. 9238	Little Luckiamute River (Smith Rd.) Bridge Polk County	September 2, 1981
N.L. Prouty Excavating No. 9252	Dairy Creek O'Flow Culvert Washington County	September 3, 1981
Don Haisch Construction, Inc. No. 9212	M.P. 44.5 Marion County	September 4, 1981
Tice Electric Co. No. 9162	Hayden Island-NE Broadway St. (Portland) Multnomah County	September 4, 1981
Peter Kiewit Sons' Co. No. 9017	Yaquina Bay Bridge (Newport) Lincoln County	September 4, 1981

Contractor and Contract No.	Section and County	Acceptance Date
Mill Plain Electric, Inc. No. 9257	SE Harmony Rd. @ International Way Clackamas County	September 8, 1981
Auburn Construction Co. No. 9251	Soap Creek Bridge Polk County	September 10, 1981

September 10, 1981 T Keasey

C. T. Keasey
Asst. State Highway Engineer

August 13, 1981

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 5
#9189

Gentlemen:

Contract No. 9189 awarded to Mill Plain Electric, Inc., for traffic signal installation on the Mt. Hood Highway at S. E. 104th Avenue in Multnomah County was completed on June 2, 1981, and accepted by the State Highway Division on August 10, 1981.

Final payment in the amount of $1,000 will be released to the contractor after August 13, 1981. The total contract amount is $39,503 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc Mill Plain Electric, Inc.
714 S.E. 136th Avenue
Vancouver, WA 98664

Atkinson, Millar & Ingalls
210 W. 13th Street
Vancouver, WA 98666
C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 4, 1981

In Reply Refer to
File No. CON 5 #9189

Mill Plain Electric, Inc.
714 S.E. 136th Avenue
Vancouver, WA 98664

Re: Time Extension Request
Mt. Hood Hwy. @ 104th Ave.
Contract No. 9189

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. Failure to provide specification materials and late delivery of materials are not "bona fide" reasons for additional contract time and, in accord with Section 108.09 of the contract Standard Specifications, your request is denied.

Should you wish to submit additional data or to further review this matter, please contact Resident Engineer Street.

Sincerely,

Keasey
C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
Jerry Street "

RECEIVED
STATE HWY ENGR
JUN 5 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

rm 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: June 2, 1981

Marion Craft

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: MT. HOOD HWY. @ 104th AVE.
CONTRACT NO. 9189
TIME EXTENSION REQUEST

Attached is a time extension request from the contractor, Mill Plain Electric, with several letters showing reasons for some of the delays, and Jerry Street's letter with his analysis and recommendation.

Jerry's list of chronological events seems to be complete and confirms his statement that the State is not responsible for the overrun of the project. I concur in Jerry Street's analysis and recommendation, that the delays were caused by the contractor's suppliers, and that we deny the contractor's claim for additional time.

RECEIVED
JUN 3 1981
CONSTRUCTION BRANCH

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MC/gw
Attachment
cc Jerry street

6-3-81

CTK -
I concur with Region & Resident
that this request be denied.

FORM 81-734-3030

CE RE RME RCE BE
TE RECEIVED RSM
UE 22 1981 RSC
SO REGION I RBI
TO

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
9250 NE Skidmore St.
Portland, Oregon 97220
May 21, 1981

FROM: Jerry C. Street
Resident Engineer Jerry C. Street

TO: Marion Craft
Regional Construction Engineer

SUBJECT: Mt. Hood Hwy @
SE 104th Ave.
Multnomah County
Traffic Signal Installation
Contract No. 9189

Attached for your review find 2 copies of Contractor's Request for Increase in Number of Workdays to Complete Construction Contract and transmittal letter dated April 8, 1981.

The Contractor requests that the number of Calendar Days be increased from 180 to 198 days. This request is made because Contractor was unable to work on project from March 9 to March 27, 1981 due to the lack of poles and signal controller. The poles did not arrive at the jobsite until March 24, 1981 and the controller could not be tested in Salem until acceptable load switches arrived on March 23, 1981. Letters from controller supplier are included in Contractor transmittal letter.

From my records, the following chronological summary can be made:

1. The Contract was awarded to Mill Plain Electric Co. on Sept. 16, 1980.
2. The Calendar Day Time Charge commenced on September 29, 1980.
3. I received Honeywell Controller Model 170 drawings from Mill Plain Electric Co. on October 8, 1980.
4. I returned controller drawings to Mill Plain Electric Co. on October 15, 1980.
5. I received Pacific Union Metal Signal Pole drawings from Contractor on November 18, 1980.
6. I returned Signal Pole drawings to Contractor on December 10, 1980.
7. Signal Poles arrived on jobsite on March 24, 1981.
8. The 180 day Calendar Day Time Limit ran out on March 27, 1981.
9. The Contractor completed all work but installation of Controller Cabinet and equipment by April 1, 1981.
10. The Contractor picked up Controller Cabinet and installed it on April 7, 1981.
11. I stopped Calendar Day Charges on April 8 due to State Forces not being able to schedule Signal Turn-On.
12. I started Calendar DAy Charges on April 14 when State Forces installed Controller equipment and this day was the final charge day of the project.

In analyzing the Contractor's claim, and studying over the chronological order of events, it is apparent that a great deal of time occurred between the award date and the date when pole shop drawings were submitted for approval. This amounted to over 2 months. The drawings were checked and approved by the State in 3 weeks, which is normal. The Controller equipment arrived in Salem for testing on March 16, but testing could not proceed until more load switches were received. These load switches were not received until March 23. The Controller was scheduled into Salem's busy testing agenda for the week of March 30 through April 5, 1981. The Contractor was notified on April 6 that Controller Cabinet could be picked up in Salem on April 7, 1981. This 2½ week testing period was well within the allowable 6 week testing period noted in Standard Specs. Page 561.

I feel the Contractor has failed to show where the State is responsible for any portion of the time in which he exceeded the allowable time limit. The State checked pole drawings in 3 week period and tested controller equipment in 2½ week period, which is reasonable. The Contractor was delayed by his suppliers who are responsible for any liquidated damages suffered by him. Again, I would point out the fact that signal pole drawings were not received until 2 months had elapsed after Award Date, and which most probably contributed to time overrun.

I recommend that the Contractor's Claim for Additional Calendar Days be denied.

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MT. HOOD HWY. @ S. E. 104th AVE.

WEEK ENDING: May 30, 1981

SECTION PREFIX: 26 - 1124

HIGHWAY: MT. HOOD

COUNTY: MULTNOMAH

NAME OF JOB: MT. HOOD HWY. @ S.E. 104th. AVE.

KIND OF WORK: TRAFFIC SIGNAL INSTALLATION

CONTRACTOR: MILL PLAIN ELECTRIC, INC.

CONTRACT NUMBER: 9189

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: SEPTEMBER 16, 1980

DATE WORK STARTED: January 19, 1981

ESTIMATED COMPLETION DATE: April 14, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 180

WORK DAYS USED:

CALENDAR DAYS USED: 192

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 107%

PROJECT AUTHORIZATION: $ 49,410.19

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

EXCLUSIVE OF ENGINEERING: $ 45,094.89

ENGINEERING AUTHORIZATION: $ 4,315.30

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 43,153.00

ENGINEERING COST TO DATE: $ 3,250.00

DATE PROJECT WAS COMPLETED: April 14, 1981

ESTIMATED PERCENT: OVERRUN / UNDERRUN 4.30 %

PERCENT OF AUTHORIZATION: 75 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

TRAFFIC SIGNALS		FOOTINGS	POLES	SIGNAL EQUIPMENT	WIRING			
PERCENT		100	100	100	100			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Rain	0		Signals Activated and 2nd Notification Submitted on April 14, 1981.
MONDAY 25	Showers	0		"
TUESDAY 26	Fair	0		K "
WEDNESDAY 27	Fair	0		"
THURSDAY 28	Fair	0		"
FRIDAY 29	Fair	0		"
SATURDAY 30	Cloudy	0		"

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

May 24 SUNDAY	No Activity
May 25 MONDAY	No Activity
May 26 TUESDAY	No Activity
May 27 WEDNESDAY	No Activity
May 28 THURSDAY	No Activity
May 29 FRIDAY	No Activity
May 30 SATURDAY	No Activity

REMARKS

PROJECT STATUS: Signals were activated April 14,1981.

FOR NEXT WEEK: Project ready for Final Inspection. Will submit Semi-Final Estimate next week. This will be the last Weekly Report for this Project.

SIGNED LOCATION PORTLAND, OREGON

for JERRY C. STREET, RESIDENT ENGINEER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

May 27, 1981

Pacific Northwest Bell
421 S. W. Oak Street, Room 313
Portland, OR 97204

AGR

Attention: T. L. Leslie
Staff Manager

MISC. CONTRACTS and
AGREEMENTS No. 7416

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of advance detector loops to accommodate your central shops and warehouse facility on Powell Boulevard at 104th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

11:1

281N

ROAD DESIGN SECTION 378-6558

J. B. Boyd, Manager
Right of Way Section

April 10, 1981

J. H. Versteeg
Road Design Engineer

File No. 51904
Mt. Hood Highway @ 104th Avenue
[redacted]
Multnomah County

Attached is a description, an authorization and prints for an easement for the subject project which is under contract.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rlr
Attachments

OREGON STATE HIGHWAY DIVISION

TO: Buz Swan	
SUBJECT: Agreement - Powell Blvd @ SE 104th	FROM: Jon Rose
DATE: 3/6/81	

There is correspondence (copy attached) which indicates that Pacific Northwest Bell is willing to contribute $2500 toward the cost of the Powell Blvd @ 104th Ave signal. Although work is underway on the installation, we should have an agreement with PNB to bind this offer. Please prepare such an agreement.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

CC: ______________________ ______________________ ______________________
(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

MEMO TO FILE December 12, 1979

Lee

LEE GUNDERSON
Assistant Region Traffic Engineer

SIGNAL PROJECT
Mt.Hood Highway, SE Powell Blvd.
@ SE 104th Ave.

The subject location is a "T" type intersection with a private access directly opposite SE 104th. In line with our current policies regarding the signalization of this type of location detection and signal indications for the private access are included.

The property owner Mr. Philip V. Sunseri of 3636 SE Oak has been contacted regarding the easment required to install and maintain the detection on his property. Mr. Sunseri verbally agreed to grant the required easement.

234-5876

The lessor of the Sunseri property is Pacific Northwest Bell. Initial contact concerning the signalization of the private access was made with Mr. Leslie and Mr. Morrissey. Their response to the project and in the financial participation of $2500 was favorable. A letter indicating this is forthcoming.

It is recommended that the design of this project proceed as scheduled and that the design include the signalization of the private drive.

LG:dw
cc: Ed Hardt
Harry Woodward
Jon Rose - agreement should cover Pacific Northwest Bell participation.
Ken Rolfe - please proceed with the required easement.
Earl Mershon

Pacific Northwest Bell
Room 313
421 S.W. Oak Street
Portland, Oregon 97204

December 11, 1979

Department of Transportation
Attn: Mr. Leonal H. Gunderson
9200 S.E. McLoughlin Blvd.
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Gunderson:

We have reviewed your plan to install a traffic signal at the intersection of 104th and Powell and give it our enthusiastic endorsement. We would be happy to pay $2,500.00 toward the installation of an underground signal switch in our driveway.

Please be sure to have the property owner approve your plans before proceeding. Our relationship with him at this time is strained, and we would hate to see it deteriorate any further.

If you have any questions or need any additional information, call me on 242-5628.

Very truly yours,

T L Leslie
T. L. Leslie
Staff Manager

kab

79-80

STATE OF OREGON

INTER-OFFICE MEMO

Metro Technical Services
DEPT.

238-7502
TELEPHONE

TO: L. E. GEORGE
Traffic Engineer

DATE: December 6, 1979

FROM: TOM SCHWAB
Trans. Analysis Engineer

SUBJECT: Driveway Signalization Report
Proposed Traffic Signal Installation
S.E. Powell @ 104th Avenue
City of Portland
Multnomah County
Prefix 26-1449

Attached is a report on a driveway access at the intersection of S.E. Powell Blvd. and 104th Avenue. A traffic signal is proposed to be installed at this intersection. The report is a result of an investigation required at such a "T" type intersection where a driveway is opposite the street to be signalized.

The report recommends including traffic signal indications for this access because of the number of trucks and service vehicles using this access.

pq

Attachment

cc M. J. Klotz

TRAFFIC SIGNAL INSTALLATION
SE Powell at 104th Avenue
Driveway Access Signalization

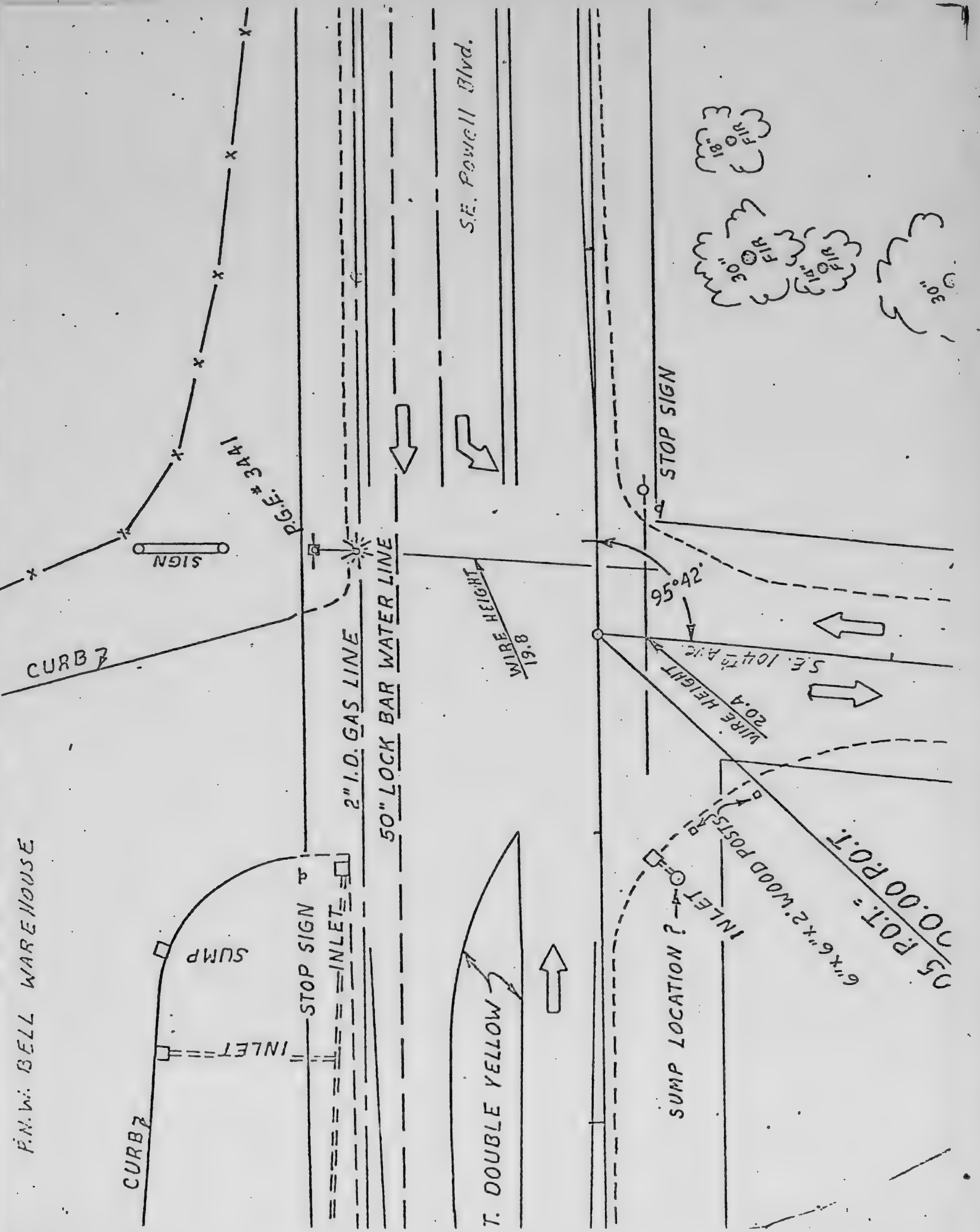
As shown on the attached sketch, there is a private driveway opposite SE 104th Avenue, the intersection scheduled to be signalized.

This driveway is paved and curbed, and it serves the Pacific Northwest Bell Telephone Warehouse - a rather large conplex. This warehouse would generate more traffic than a residential driveway and less traffic than a commercial driveway. Traffic consists of panel service trucks and servi-trucks and trailer delivering telephone parts and equipment.

The cost of including signal indications for this driveway would be minimal in light of existing physical conditions, and its inclusion should not cause undue delay to traffic on Powell Blvd. For these reasons, it is recommended that the driveway be included in the signal plans.

DLP:js

12/6/79


P.N.W. BELL WAREHOUSE
CURB
CURB
SIGN
P.G.E. # 3441
SUMP
INLET
STOP SIGN
INLET
2" I.D. GAS LINE
50" LOCK BAR WATER LINE
S.E. Powell Blvd.
T. DOUBLE YELLOW
WIRE HEIGHT 19.8
STOP SIGN
95°42'
S.E. 104th Ave.
WIRE HEIGHT 20.4
SUMP LOCATION ?
INLET
6"x6"x2' WOOD POSTS
P.O.T. = 00.00 P.O.T.
05
18" FIR
30" FIR
14" FIR
30"

September 8, 1980

Mr. Oliver Domreis
Multnomah County Engineer
2115 S. E. Morrison
Portland, OR 97214

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7296

Dear Mr. Domreis:

Attached for your records is a fully executed copy of an agreement for a traffic signal on the Mt. Hood Highway at S. E. 104th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

26

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/11/80
Donald L Rout

August 28, 1980 Bid Letting ______ All Clear Deadline

SECTION Mt. Hood Hwy. @ SE 104th Ave.
Highway Mt. Hood
County Multnmah Region 1
Type of Work 3 Ph Signal Funds State
State ____ Consultant ____ Plans Avail. ____ Yes ____ No

N/A No Fed Funds

DOCUMENTS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒				
Negative Declaration	☒				
Project Assessment	☒				
Write-off Letter	☒				

PERMITS:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒				
D.O.G.M.I.	☒				
Corps of Engineers	☒				
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				

CULTURAL:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☒				
Cultural Salvage	☒				

NOISE:

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☒				

79-80
(Rehabilitation Project

STATE OF OREGON **INTEROFFICE MEMO**

METRO TECHNICAL SERVICES 238-8354
DEPT. TELEPHONE

26

TO: F.E. TERPIN
Location Engineer

DATE: November 30, 1979

Curtis H. Duval

FROM: CURT DUVAL
Metro Location Engineer

SUBJECT: Mt. Hood Hwy. @ SE 104th Avenue
Traffic Signal
Multnomah County
Prefix: 26-1449

To Traffic 12-4-79

Attached is our field survey for installation of a three-phase traffic signal at the subject location. Included are a 1"=20' vicinity map and field notes.

The existing roadbed and striping require no changes for this installation. Our cost estimate for construction is:

Three-Phase Signal	$45,000
Eng. & Cont. (20%)	9,000
TOTAL	$54,000

Metro will submit a plan showing the signal pole location and a Driveway Access Signalization Report at a later date.

ECM:js

Attachments

cc: T. Schwab
E. Mershon

RECEIVED
[illegible]
LOCATION
SECTION

ROBERT W. STRAUB

Department of Transportation
HIGHWAY DIVISION
Region I
P.O. BOX 02157, PORTLAND, OREGON 97202 PHONE 653-3090

March 30, 1978

Representative Drew Davis
11121 S.E. Boise
Portland, Oregon 97266

Dear Representative Davis:

Since my last letter the 35 M.P.H. speed zone as established by the Transportation Commission has been posted in the field between 92nd Avenue and 122nd Avenue on S.E. Powell Boulevard.

The investigation for a traffic signal at the intersection of 104th Avenue on Powell Boulevard has been completed. The most recent manual vehicle and pedestrian count shows that the existing traffic volumes on Powell Boulevard and on S.E. 104th Avenue meet one of the required warrants for signalization as set forth by the National Manual on Uniform Traffic Control Devices, which has been adopted by the Transportation Commission. This location will be placed on the state-wide Traffic Signal Priority Listing. This is the listing of side roads intersecting the state highway system throughout the state that meet at least one of these signal requirements. There are a large number of locations already on this list that are waiting funding, and as funds become available, the subject intersection will be programmed for signalization.

It was noted that the reported accident record has dropped considerably since the left turn lane was installed at the intersection of S.E. 104th Avenue as part of a safety overlay project in 1976. This improvement has allowed a place for left turning vehicles to stop prior to making their left turns and also has provided some area for left turners coming out of 104th Avenue to maneuver in to through traffic. There have been no reported accidents since the improvement was made in mid-1976 through ten months of 1977.

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
APR 3 '78
REFER TO
FOR
Info [illegible] R&D D-R Sign Act File

Form 81-734-3122

I trust that the changes made in the posted speed as well as the placement of this location on the Signal Priority Listing will be of some encouragement to the constituents in this area.

Very truly yours,

ORIGINAL SIGNED BY
R. W. FAILMEZGER
Ronald W. Failmezger
Region Traffic Engineer

cc: Donald E. Clark, Chairman
Multnomah County Commission

Neil Goldschmidt, Mayor
City of Portland

bc: H.S. Coulter
R.N. Bothman
L.E. George - Please place the intersection of S.E. 104th Avenue and Powell Boulevard on the Signal Priority Listing. There would be no improvements other than a three phase traffic signal needed. The estimated cost is $40,000.
E.L. Hardt
Harry Woodward

S.E. 104 th. AVE. CHANNELIZATION

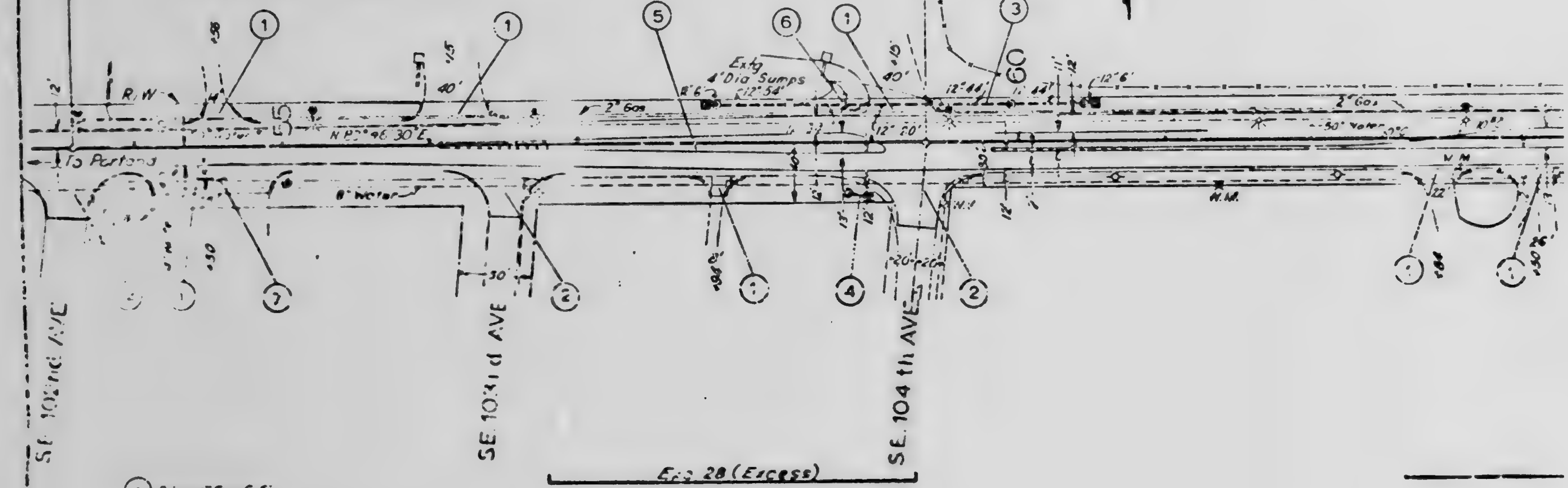
① Const. Appr. -17 (Total)
(For Details, See Sheet 2C)

② Const. Street Connection -3 (Total)

③ Sta. 57+90 To Sta. 60+50
Const. Precast Conc. Sump -3 (Total)
Const. "G-2" Inlet W/Basin -2 (Total)
Inst. 12" Sewer Pipe -250' (Total)
Under Pvmt. -42'
Tr. Exc. 160 C.Y.
(For Details, See Sheet 2C)

⑥ Sta. 58+80
Reconst. Precast Conc. Sump
(For Details, See Sheet 2C)

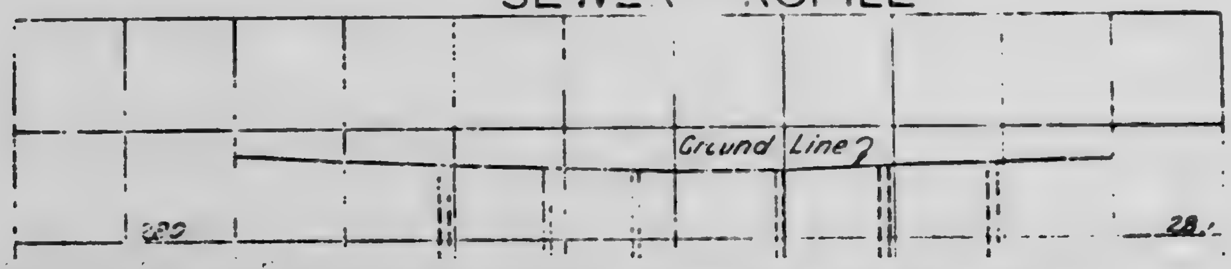
⑦ Const. Type F-1 Curb (Modified) -20'
(For Details, See Sht. 2A)


53+58.75 P.O.T.
59+37.61 P.O.T.
SE 102nd AVE
SE 103rd AVE
SE 104 th AVE
To Portland
R/W
N
55
60
40'
40'
12'
12' 60'
12' 44'
12' 6'
2" Gas
2" Gas
8" Water
30' Water
30'
20'
20'
Extg. 4" Dia. Sumps
12' 54'
W.M.
Exc. 28 (Excess)
①
①
①
②
②
③
④
⑤
⑥
⑦

④ Sta. 58+85
Const. Precast Conc. Sump
Const. "G-2" Inlet W/Basin
Inst. 12" Sewer Pipe -[illegible]
Tr. Exc. 6 C.Y.
(For Details, See Sheet 2C)

Painted Traffic Markers
(By Others)

SEWER PROFILE


Ground Line
28

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Region 1

TRAFFIC SIGNAL WARRANT COMPARISON*

Highway Name Mt Hood Cross Street SE 124th Ave City —

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	335	776	960	1125	1266	1271	994	776
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	92	71	60	69	74	75	63	53
Hourly Pedestrian volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	1	0	1	0	2	2	0	0

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	350		8
Minor Street	105		0
2. Interruption of Continuous Traffic:			
Major Street	525		8
Minor Street	52		8
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	420		8
Pedestrian Volume	105		0
4. Accident Experience:			
Preventable Accidents (last 12 Months)		0	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		—	
Minimum Warrant		800	

Date of Traffic Count 3/13,14/78

---

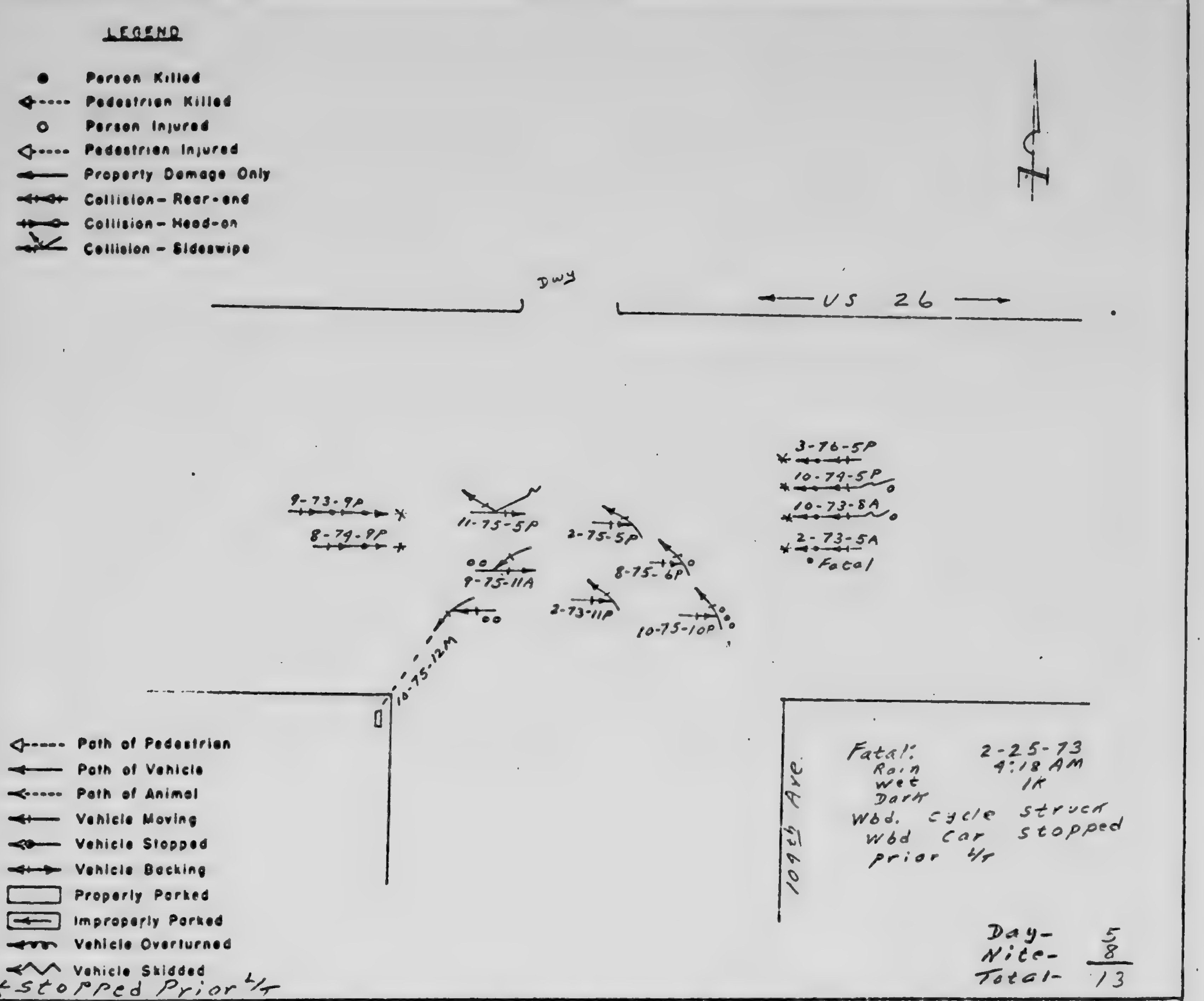
* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ☐ standard warrants used.
☒ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of ________ County Multnomah
Intersection of Mt Hood Hwy and S.E. 109th Ave
Highway Number 26 (US26) MP 6.31
Period Covered 1-1-73 10-31-77
Compiled by [illegible] Drawn by ________ Date 3-2-78


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
N
DWY
← US 26 →
9-73-9P
8-74-9P
11-75-5P
9-75-11A
10-75-12M
2-75-5P
8-75-6P
2-73-11P
10-75-10P
3-76-5P
10-74-5P
10-73-8A
2-73-5A
Fatal
109th Ave.
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

Fatal: 2-25-73
Rain 4:18 AM
wet 1K
Dark
Wbd. cycle struck
Wbd car stopped
prior L/T

Day- 5
Nite- 8
Total- 13

*stopped Prior L/T

Collision Type	1973-1974				1975				1976				10-Mos. 1977				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end	1	2	2	5							1	1					1	2	3	6
Sideswipe							1	1											1	1
Turning Movement			1	1		3	2	5										3	3	6
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc																				
TOTAL	1	2	3	6		3	3	6			1	1				0	1	5	7	13

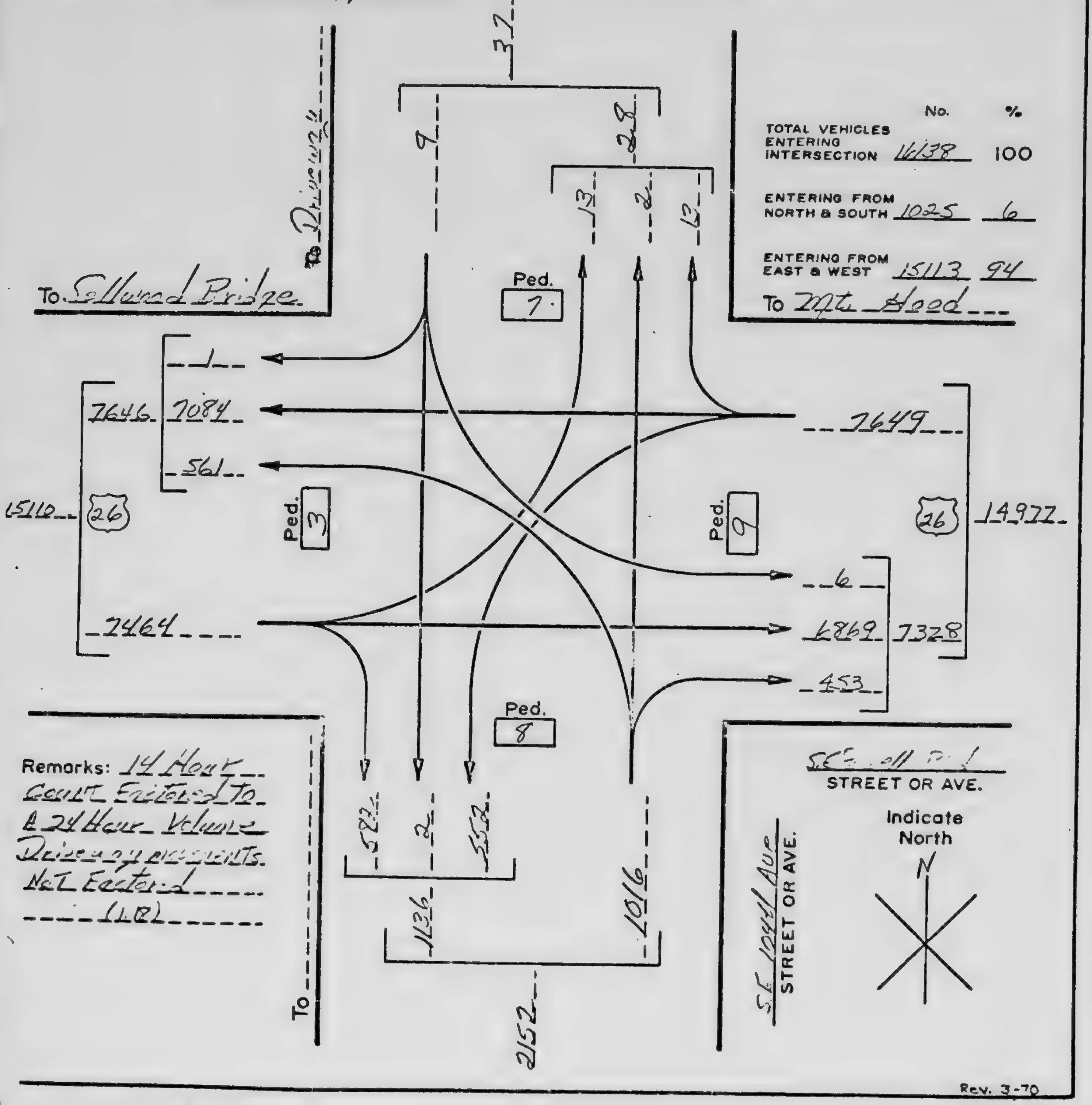
Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE March 13-14, 1978
DAY OF WEEK Mon - Tue
ACTUAL COUNT (VEH.) 14 HRS.
HOURS COUNTED 6Am - 8Pm
PEDESTRIAN COUNT 14 HRS.
HOURS COUNTED 6Am - 8Pm
WEATHER Clear, Cloudy, Rain

~~CITY~~ OR COUNTY Multnomah
INTERSECTION OF Mt. Hood Hwy #26 (US26) @ S.E. 104th Avenue
MILE POST 6.31
CLASSIFICATION All Vehicles



37
9
28
13
2
13
To Driveway
To Sellwood Bridge
To Mt. Hood
Ped. 7
1
7646
7084
561
15110
26
Ped. 3
7649
14977
26
Ped. 9
6
6869
7328
453
7464
Ped. 8
584
2
553
1136
1016
2152
To
Indicate North
N

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	16138	100
ENTERING FROM NORTH & SOUTH	1025	6
ENTERING FROM EAST & WEST	15113	94

Remarks: 14 Hour Count Factored To A 24 Hour Volume Driveway movements Not Factored
(LB)

S.E. Powell Blvd
STREET OR AVE.

S.E. 104th Ave
STREET OR AVE.

Rev. 3-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date March [illegible]-14, 1978
Day of week Mon - Tues
Hours counted [illegible] - 8 PM
Weather Clear - Cloudy - cool

Classification All Vehicles

City or County Multnomah
Intersection [illegible] Hwy 26 [illegible]
S.E. [illegible] Avenue
Mile Post [illegible]

	TIME	SUMMARY BY MOVEMENTS North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS North	East	West	South
AM	6:00-7:00	–	–	–	–	–	–	339	106	16	9	3	36	509	45	9	464	91	–	355	109	45
	7:00-7:15	–	–	–	–	–	–	138	48	7	3	7	21	224	24	11	200	89	–	145	55	24
	7:15-7:30	–	–	–	–	–	–	152	60	1	2	6	15	236	17	7	219	93	–	153	66	17
	7:30-7:45	–	–	–	–	–	–	171	74	4	6	5	21	281	27	10	254	90	–	175	79	27
	7:45-8:00	–	1	–	–	–	–	129	70	5	8	7	16	236	24	10	212	90	–	135	77	24
	8:00-8:15	–	–	–	–	–	–	119	72	5	7	8	15	226	22	9	204	91	–	124	[illegible]	22
	8:15-8:30	–	–	–	–	–	–	96	79	7	6	7	8	203	14	7	189	93	–	103	[illegible]	14
	8:30-8:45	–	–	–	–	–	–	101	54	3	10	3	9	180	19	11	161	89	–	104	57	19
	8:45-9:00	–	–	–	–	–	–	117	84	7	7	4	9	228	16	7	212	93	–	124	[illegible]	16
	9:00-10:00	–	1	–	–	1	–	424	291	16	21	15	26	797	50	6	747	94	3	441	306	47
	10:00-11:00	–	1	1	1	–	–	399	330	33	17	17	22	831	50	6	781	94	1	433	345	[illegible]
	11:00-12:00	1	1	–	–	–	–	406	450	36	25	35	27	981	53	5	928	95	1	443	485	53
PM	12:00-1:00	–	–	–	–	–	–	407	406	34	29	42	25	943	54	6	889	94	–	441	448	54
	1:00-2:00	1	1	–	–	–	–	444	451	21	33	43	27	1021	61	6	960	94	1	466	494	60
	2:00-3:00	–	–	–	–	–	–	440	459	27	19	33	33	1011	52	5	959	95	–	467	492	52
	3:00-4:00	1	1	–	2	–	–	472	542	51	29	57	40	1195	70	6	1125	94	1	524	[illegible]	69
	4:00-4:15	1	1	–	3	–	–	98	166	11	10	17	7	314	18	6	296	94	1	110	[illegible]	17
	4:15-4:30	–	–	–	4	–	2	112	172	13	11	15	4	333	17	5	316	95	–	125	[illegible]	15
	4:30-4:45	–	–	–	–	–	–	115	177	10	7	15	9	334	17	5	317	95	–	125	[illegible]	17
	4:45-5:00		–	–	–	–	–	111	190	20	17	16	6	360	23	6	337	94	–	131	[illegible]	23
	5:00-5:15	–	1	–	–	–	–	109	212	23	9	25	6	385	15	4	370	96	–	133	237	15
	5:15-5:30	–	–	–	2	1	–	97	171	13	14	26	11	335	26	8	309	92	1	110	199	25
	5:30-5:45	–	–	–	–	–	–	81	182	19	10	28	7	329	19	6	310	94	–	100	210	19
	5:45-6:00	–	–	–	–	–	–	118	136	9	10	19	6	298	16	5	282	95	–	127	155	16
	6:00-7:00	–	–	–	1	–	–	451	473	34	24	35	[illegible]	1057	63	6	994	94	–	485	509	63
	7:00-8:00	–	1	–	–	–	–	456	359	32	30	28	[illegible]	934	58	7	876	93	–	[illegible]	[illegible]	58
-Hour total .		6	13	1	13	2	2	7084	6219	552	453	582	564	16128	1035	6	15113	94	9	7149	[illegible]	[illegible]
[illegible] Hour Total Control . . .		6	13	1	13	2	2	1003	[illegible]	462	384	472	[illegible]	13121	820	6	12811	94	9	1484	[illegible]	[illegible]
Factor 1.17 .																						

Tabulated by [illegible]

Checked by R.S.

S.E. 104th Ave St. is ~~North~~ and South
S.E. Powell Blvd St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

-14, 1978
Tue.
-210
[illegible]

Classification All Vehicles

City or County Multnomah
Intersection [illegible]
S.E. [illegible]
Mile Post [illegible]

SUMMARY BY MOVEMENTS															ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
th to st	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
–	–	–	–	334	106	16	9	3	36	509	45	9	464	91	–	355	109	45	–	–	–	–
–	–	–	–	138	48	7	3	7	21	224	24	11	200	89	–	145	55	24	–	1	–	–
–	–	–	–	158	60	1	2	6	15	236	17	7	219	93	–	159	66	17	–	–	–	–
–	–	–	–	171	74	4	6	5	21	281	27	10	254	90	–	175	79	27	–	–	1	1
–	–	–	–	129	70	5	8	7	16	236	24	10	212	90	–	134	77	24	–	–	2	–
–	–	–	–	119	82	5	7	7	15	236	22	9	214	91	–	124	89	22	–	–	–	–
–	–	–	–	96	79	7	6	7	8	203	14	7	189	93	–	103	86	14	–	–	–	–
–	–	–	–	101	54	3	10	3	9	180	19	11	161	89	–	104	57	19	–	–	–	–
–	–	–	–	117	84	7	7	4	9	228	16	7	212	93	–	124	88	16	–	–	–	–
–	–	1	–	424	291	16	21	15	26	797	50	6	747	94	2	441	306	47	2	–	–	–
1	1	–	–	399	220	33	17	17	22	831	50	6	781	94	1	433	242	49	–	–	–	–
–	–	–	–	406	450	36	25	35	27	971	53	5	917	95	1	423	485	53	–	–	–	–
–	–	–	–	407	415	24	29	41	25	943	54	6	887	94	–	442	457	54	2	2	–	–
–	–	–	–	444	451	21	33	33	27	1021	61	6	960	94	1	476	484	62	1	–	–	–
–	–	–	–	440	459	27	19	33	33	1011	52	5	959	95	–	480	[illegible]	52	–	–	–	–
–	2	–	–	477	542	51	29	57	40	1195	70	6	1125	94	1	534	[illegible]	69	–	–	–	–
–	3	–	–	97	166	11	10	17	7	314	18	6	296	94	1	118	[illegible]	17	1	–	–	1
–	4	–	2	113	170	13	11	15	4	333	17	5	316	95	–	127	[illegible]	17	–	–	–	–
–	–	–	–	115	177	10	7	15	9	334	17	5	317	95	–	125	[illegible]	17	–	–	–	–
–	–	–	–	111	190	20	17	16	6	360	23	6	337	94	–	131	[illegible]	23	–	–	–	–
–	–	–	–	109	212	23	9	25	6	385	15	4	370	96	–	133	237	15	–	–	–	–
–	2	1	–	97	171	13	14	26	11	335	26	8	309	92	1	110	199	25	–	–	–	–
–	–	–	–	81	182	17	10	28	7	329	19	6	310	94	–	100	210	19	–	–	–	–
–	–	–	–	118	136	9	10	19	6	298	16	5	282	95	–	127	155	16	–	–	–	–
–	1	–	–	451	473	24	24	25	[illegible]	1057	63	6	994	94	–	475	501	63	–	–	–	–
–	–	–	–	256	359	22	30	28	[illegible]	834	58	7	776	93	–	388	387	58	–	–	–	–
1	13	2	2	7084	6869	552	453	582	564	16138	1035	6	15113	94	9	7649	7444	1011	7	9	3	7
1	13	2	2	6003	5521	462	384	473	475	13281	820	6	12811	94	9	1484	[illegible]	571				

Tabulated by [illegible]

Checked by RTS

104th Ave ... St. is North and South

Powell Blvd ... St. is East and West

yellow,
file
copy

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 16, 1978

Mr. Francis J. Ivancie
Commissioner of Public Utilities
City of Portland
1220 S. W. 5th
Portland, OR 97204

Dear Commissioner Ivancie:

Representative Davis' concern about the possible need for a traffic signal at S. E. 104th and Powell Boulevard is under consideration. As you pointed out, this location is outside the city limits.

Attached is a copy of some correspondence our Region office has had with Representative Davis which may contain information of interest to you.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ji
Attachment

bc: L. E. George

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF
PUBLIC UTILITIES

FRANCIS J. IVANCIE
COMMISSIONER

CITY OF PORTLAND
OREGON

March 7, 1978

Mr. Scott H. Coulter
Highway Engineer
Department of Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Attached is a letter from State Representative Drew Davis requesting consideration for traffic signalization on S. E. Powell Boulevard in Multnomah County, between S. E. 92nd and 112th, specifically at S. E. 104th.

The City Traffic Engineer's office has informed me that City responsibility terminates at S. E. 82nd, and this matter would fall to the State Department of Transportation.

Your consideration of this request would be very much appreciated.

Sincerely,

Francis J. Ivancie
COMMISSIONER OF PUBLIC UTILITIES

FJI:aph
encl.

RECEIVED
STATE HWY ENGR
[illegible] '78
REFER TO
FOR
Info Inves R/D D.& Sign Act File

Department of Transportation
METROPOLITAN SECTION
5821 N.E. GLISAN, PORTLAND, OREGON 97213

March 7, 1978 Telephone 238-8226

OE RE RME RCE BE
TE RECEIVED RSM
UE MAR 8 1978 RSC
SO REGION I RBI
TO

THE HON. DREW DAVIS
11121 Southeast Boise Street
Portland, OR 97266

Mayor Goldschmidt has referred your letter of January 26, concerning traffic problems between 92nd and 112th avenues on Powell Boulevard, to me.

Powell Boulevard is on the state highway system and is the responsibility of the Oregon Department of Transportation. We have not been made aware of specific concerns for traffic problems on Powell.

I have initiated a traffic investigation on this section, including the intersection of 104th Avenue. I will follow up the results of this investigation in about a month.

In the meantime, if you have specific concerns from constituents, I would appreciate it if you would pass them along to me so we can be sure to consider those concerns which the users of the facilities have.

ROBERT N. BOTHMAN
Administrator

ebg

cc: E. L. Hardt, w/attachments
Commissioner Mosee

OE RE RME RCE BE
TE RECEIVED RSM
UE MAR 8 1978 RSC
SO REGION I RBI
TO

Note to Hardt: I believe this falls within the area of traffic operations. I would appreciate it if you would have Ron Failmezger look into this section of Powell.

MULTNOMAH COUNTY, OREGON
BOARD OF COUNTY COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 284-3304

DAN MOSEE
COMMISSIONER

626-1909
170

February 28, 1978

The Honorable Drew Davis
11121 S. E. Boise
Portland, Oregon 97266

Dear Drew:

Your letter of concern for traffic conditions between 92nd and 112th Street has been referred to me for investigation and reply.

Contact was made with Mr. Bob Johnson, Traffic Engineer for Multnomah County. Mr. Johnson indicated that Powell Boulevard is a State highway and therefore is under the jurisdiction of the State of Oregon.

A copy of your letter, as well as a copy of this response, will be forwarded to Mr. Bob Bothman for his consideration and action.

If Commissioner Mosee's Office can be of further assistance, do not hesitate to contact us.

Sincerely,

Lee Cumpston

Lee Cumpston
Staff Assistant

LFC/ams

cc: Mr. Bob Bothman
5821 N. E. Glisan
Portland, Oregon 97213

February 23, 1978

Representative Drew Davis
11121 SE Boise
Portland, OR 97266

Dear Representative Davis:

Your recent letter forwarded through Commissioner Clark's office shares concern by constituents about traffic problems between 92nd and 112th Avenues on SE Powell Blvd.

We have been made aware of traffic concerns on the section between 92nd and SE 122nd Avenues and have initiated a study for speed through this section. As a result of this investigation, the Oregon Transportation Commission has established a resolution which will lower the existing 45 MPH speed zone to 35 MPH from 92nd Avenue to 122nd Avenue.

A note shown on the letter indicated a need for a traffic signal at the intersection of SE 104th Avenue. Our last investigation in 1973 showed that this street was close to meeting the side street traffic volumes required for signalization. An update of this data will be made and a determination if signal requirements are met. If the traffic volume is sufficient to meet signal requirements, it will be placed on the Statewide Traffic Signal Priority List. This is a listing of side roads intersecting state highways throughout the state that meet these requirements and are placed on this priority list for signalization when the funds become available. You will be advised of the outcome of this study.

Sincerely,

ORIGINAL SIGNED BY
R. W. FAILMEZGER

R. W. Failmezger
Region Traffic Engineer

cc Donald E. Clark, Chairman
Multnomah County Commission

RWF/vk/cr
bc L. E. George
Edward L. Hardt
Harry Woodward

REGION I

RE RME RCE OE TE
UE SO RSM RSC
RBI BE TO

THE CITY OF
PORTLAND
OREGON

OFFICE OF
THE MAYOR
NEIL GOLDSCHMIDT
MAYOR

1220 S. W. FIFTH AVE
PORTLAND, OR. 97204
503 248-4120

625-1909
190

February 17, 1978

Drew Davis
State Representative
District #20
House of Representatives
Salem, OR 97310

Dear Drew:

Thank you for your recent letter concerning the traffic problems between 92nd and 112th on Powell Boulevard. I am sorry, but since the area is in the County rather than the City, and is under State jurisdiction, I am not in a position to respond to your request.

I have referred your letter to Robert Bothman, Project Development, 5821 N. E. Glisan, for a reply. There has been a traffic signal installed on 96th, but that has not fully remedied the traffic situation. There are also future plans to widen Powell from 92nd to 96th in conjunction with the intersection to I-205. I believe Mr. Bothman can speak to that with more expertise.

Sincerely,

Neil

Neil Goldschmidt

NG:ehc

cc: Mr. Bothman w/a

MULTNOMAH COUNTY OREGON

OFFICE OF THE CHAIRMAN
BOARD OF COUNTY COMMISSIONERS
ROOM 606 COUNTY COURTHOUSE
PORTLAND OREGON 97204
(503) 248-3308

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

February 16, 1978

The Honorable Drew Davis
11121 S. E. Boise
Portland, OR 97266

Dear Representative Davis

Thank you for your letter regarding your constituents' concerns about the traffic hazards present along Powell Boulevard between 92nd and 112th.

My office has been in touch with the County Traffic Engineer, who informs me that S. E. Powell is a state highway, and is, therefore, under the jurisdiction of the Oregon State Highway Department.

I have taken the liberty of forwarding your letter to Mr. Ron Failmezger, the Region I Traffic Engineer for the state. Should you wish to contact him directly with further details of your constituents' concerns, his address is 9200 S. E. McLoughlin, Milwaukie, 97222. (653-3100)

Thank you for bringing this situation to my attention.

Sincerely

Donald E. Clark
Chairman

sq

cc Ron Failmezger ✓
Ed Capen

OE RE RME RCE BE
TE RECEIVED RSM
UE FEB 21 1978 RSC
SO REGION I RBI
TO

AN EQUAL OPPORTUNITY EMPLOYER

HOME ADDRESS
DREW DAVIS
11121 SE BOISE
PORTLAND, OREGON 97266

MULTNOMAH COUNTY
DISTRICT 20

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

COMMITTEES
VICE CHAIRMAN:
ENVIRONMENT AND ENERGY
MEMBER:
EDUCATION
COMMISSIONER:
DATA PROCESSING COMMISSION

January 26, 1978

Commissioner Frank Ivancie
1220 S.W. Fifth
Portland, OR 97204

Dear Commissioner Ivancie:

Recently I received a letter from a constituent, along with several others in the past, who is very concerned about the traffic problems between 92nd and 112th on Powell Street. This has influenced my decision to write requesting you to take into deep consideration a traffic light in this vicinity.

I would appreciate you assistance in this matter.

Sincerely,

Drew Davis
State Representative
District 20

DD/kb

FEB 1 3 1978

1980 Sulphur Sp. Rd. & Soap Cr. 9190
Rd. Sec. North of Corvallis.
(grading & oiling)

C & A 6831 3-9-79
C & A 6977 5-21-79

#33 [illegible]

All 5 [illegible] Grants 6-9 [illegible]

No [illegible]

HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE 9/13/82	PURCHASE ORDER NUMBER	☐ PARTIAL ☒ FINAL	PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER CA 382

CODE

CREDIT DISTRIBUTION

BILL TO:

Benton County Public Works Department

360 S.W. Avery Avenue

Corvallis, OR 97333

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on Sulpher Springs and Soap Creek Road SOS-200(1)	
Total Project Cost	$246,649.30
Less: Federal Funds	(217,314.98)
County Share of Project Cost	$ 29,334.32
Less: Advance Deposit	(2,400.00)
Less: Local Government Investment Pool #4073	(24,765.63)
Less: County Share of County Bills not paid	(3,260.32)
Refund Due Benton County	$ 1,091.63

If you have questions on this invoice, Please contact:

Harold Reynoldson - Ph. 1-800-452-7813 Ext. 86011 for correctness of charges

OR

Diane Galida-Ph. 1-800-452-7813 Ext. 85035, Preparer of Invoice

BENTCO 004073

Advance Deposit Amount	$ 2,400.00
Advance Deposit Previously Transferred to Highway Fund	$ 2,160.00
Balance	$ 240.00
Transfer to Highway Fund	$ -0-
Refund Due	$ 240.00

AMOUNT DUE $

SUBMITTED BY

Diane Galida

APPROVED BY

V. E. Stacy

734-1191 (9-81)

Form 734-1066 ③

Date 9-13-82

Invoice No.

P.O. No.

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

Benton County Public Works Department
360 S.W. Avery Avenue
Corvallis, Oregon 97333

Crew No.

Final Settlement on Sulphur Springs and Soap Creek Roads
SOS-200(1)

Total Project Cost	#246,649.30
Less: Federal Funds	-217,314.98
Less: Advance Deposit	-2,400.00
Less: County Share of County Bills not paid	-3,260.32
Less: Local Government Investment Pool	-24,765.63
Plus: Refund of advance deposit	+ 240.00
Refund from Highway Fund	# 851.63

V. E. Skoog
Designated Authority

9890-321.00-632 #851.63

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 9-8-82

COUNTY BENTON **Contract No.** 9190 **Date Completed** Aug. 5, 1981

PROJECT # SOS-0200(1) **Section** Sulpher Springs and Soap Creek Roads

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E. County	$ 15,142.05
State	3,479.68
	$ 18,621.73
Construction:	
Payment to Contractor	$213,149.49
Engineering - State	2,437.04
County	12,441.04
	$228,027.57
Total Cost of Project	$246,649.30
Federal Funds	217,314.98
COUNTY'S SHARE OF COSTS	$ 29,334.32

Reference: **Billing Form** CC 82-17

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Sulphur Springs Road & Soap Creek Rd. Section County Roads Benton County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 3,479.68	
	Work by Benton County	All Required			15,142.05	
	Total Participating Preliminary Engineering				$ 18,621.73	
	Construction					
	Type Code 5234					
	Roadway (Sulphur Spr. Rd.-1+80 To Sta. 85+10) Soap Cr. Rd. Sta. 1+80 To Sta. 48+00)					
	Final Contract Payment Summary	Lump Sum			212,944.94	
	Construction Engineering					
	State	All Required			2,437.04	
	Work by Benton County	All Required			12,441.04	
	Total Participating Construction Engineering				$ 14,878.08	
	Total Participating Project Cost				$246,444.75	
	Nonparticipating Cost					
	Interest on Final Payments	All Required			204.55	
	Total Project Cost				$246,649.30	
	Prepared based on Participating Costs as shown on Federal Billing as of 6/3/82.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. SOS-200(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 1/17/79 To: 4/29/82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$215,586.53	$215,381.98	88.18%	$189,923.83	$189,923.83	$ 0.00
3,479.68	3,479.68	88.18%	3,068.38	3,068.38	0.00
12,441.04	12,441.04	88.18%	10,970.51	10,970.51	0.00
15,142.05	15,142.05	88.18%	13,352.26	13,352.26	0.00
$246,649.30	$246,444.75	88.18%	$217,314.98	$217,314.98	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		Oregon
PASSED FOR PAYMENT		6/1/82
FORWARDED BY FHWA DIVISION OFFICE	V.E.	Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	336	1963	296	00 N 9	4,515.29CR	4,515.29CR	12,225.29CR	
	336	1963	~~298~~	00 N 9	3,590.29	3,590.29	11,300.29	
	336	1963	901	00 P 1			7,983.16	
	336	1963	901	00 N 1			60.69	
	336	1963	907	00 P 1			130.02	
	336	1963	910	00 P 1		9.40	1,368.43	
	336	1963	911	00 P 1			128.68	
	336	1963	918	00 P 1	1.71CR	44.19	47.19	
	336	1963	920	00 P 1	16.28	34.03	59.57	
	336	1963	923	00 P 1			2,170.52	
	336	1963	926	00 P 1			451.86	
	336	1963	950	00 P 1			850.25	
			TOT	P1	14.57	87.62	13,189.68	
			TOT	N1			60.69	
			** JOB TOTALS **		14.57 **	87.62 **	13,250.37 **	
SPTC@BOOTH BEND (MCMINN)	CONT NO		FA PROJ NOS RRS 420001 100					STATE
	336	1970	296	00 N 9	28.28CR	348.56CR	348.56CR	
	336	1970	298	00 N 9	28.28	348.56	348.56	
	336	1970	905	00 P 1	1.84CR	42.59	113.99	
	336	1970	914	00 P 1	10.54CR	244.72	244.72	
	336	1970	920	00 P 1	.67CR	15.53	15.53	
	336	1970	932	00 P 1	30.12	30.12	30.12	
			TOT	P1	17.07	332.96	404.36	
			** JOB TOTALS **		17.07 **	332.96 **	404.36 **	
SPTC XNG@E 14 (MCMINNVLE)	CONT NO		FA PROJ NOS RRP 00S034 100					STATE
	336	1975	296	00 N 9		188.69CR	188.69CR	
	336	1975	298	00 N 9		188.69	188.69	
	336	1975	905	00 P 1			49.50	
	336	1975	914	00 P 1	5.95CR	138.00	138.00	
	336	1975	920	00 P 1	.67CR	15.53	15.53	
			TOT	P1	6.62CR	153.53	203.03	
			** JOB TOTALS **		6.62CR**	153.53 **	203.03 **	
SULPHUR SPR RD&SOAP CR RD	CONT NO		* FA PROJ NOS SOS 200001 100					STATE
	402	1966	598	00 N 9	4.55CR	13,352.26CR	13,352.26CR	
	402	1966	903	00 P 1	4.55	13,352.26	13,352.26	
			TOT	P1	4.55	13,352.26	13,352.26	
			TOT	N9	4.55CR	13,352.26CR	13,352.26CR	
			** JOB TOTALS **		**	**	**	
SLEEPY HOLLOW BRIDGE	CONT NO		FA PROJ NOS SOS 300005 100					STATE
	403	1906	598	00 N 9			340.19	
	403	1906	903	00 P 1			340.19	

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                            [illegible]
                     1948       921         00 P 1                                                            20 58
                     1948       922         00 P 1                                                           156 46
                     1948       923         00 P 1                                       473 02            8,968 56
                                TOT         P1
                            ** JOB TOTALS **                         **                  473 02  **        8,968 56  **

                                                                                                                      STATE
W LEWIS-BRG AV WRITMN CK RD  CONT NO     * FA PROJ NOS SOS 200001 100                                      3,156 11CR
               202   1953       296         00
               202   1953       296         00 N 9           2 60                      27 65CR               321 04CR
               202   1953       297         00 N 9                                                           408 77
               202   1953       298         00 N 9           2 60CR                    27 65               3,068 38
               202   1953       901         00 P 1                                     21 51                  78 91
               202   1953       905         00 P 1                                                         1,372 05
               202   1953       910         00 P 1                                                           272 09
               202   1953       911         00 P 1                                                            75 48
               202   1953       914         00 P 1                                                            12 60
               202   1953       915         00 P 1                                     12 80                  12 80
               202   1953       920         00 P 1                                                           144 30
               202   1953       921         00 P 1                                                           954 13
               202   1953       922         00 P 1           4 13CR                     4 13CR                 24 15



                                                                                 JUNE 1982        PAGE  607
L TO DATE JOB COST SUMMARY
                                                                                  FISCAL          GRAND TOTAL
RIPTION OF JOB OR DEPARTMENT     PREFIX       FUNCTION   GR  CURRENT MONTH     YEAR TO DATE        TO DATE
                                                                                                    533 17
                               202   1953       923         00 P 1                                 3,156 11CR
                                                TOT         00                                     3,479 68
                                                TOT         P1           4 13CP                30 18     3,156 11
                                                TOT         N9                                     3,479 68
                                            ** JOB TOTALS **             4 13CR**              30 18  ** 3,479 68  **

                                                                                                                      STATE
OURTNEY RD-ROTHE RD          CONT NO        FA PROJ NOS XI   665004 100
               203   1901       296         00 N 9           200 76                   200 76              18,774 24CR
               203   1901       298         00 N 9           200 76CR                 200 76CR            18,774 24
               203   1901       901         00 P 1             5 30                    44 03              11,293 99
               203   1901       901         00 N 1            83 45CR
               203   1901       905         00 P 1            24 34CR                 598 15               4,882 93
               203   1901       909         00 P 1             4 66CR                 108 21               2,458 43
               203   1901       910         00 P 1                                                           388 93
               203   1901       911         00 P 1                                                         1,751 53
               203   1901       913         00 P 1                                     10 50                 815 23
               203   1901       913         01 N 1                                     14 54                  14 54
               203   1901       914         00 P 1             3 00CR                  79 22                 767 68
               203   1901       920         00 P 1             3 61CR                  83 76                 111 23
               203   1901       921         00 P 1            16 89CR               1,182 96               1,419 42
               203   1901       922         00 P 1                                                             5 31
               203   1901       923         00 P 1            13 15CR                 482 68               [illegible]
                                TOT         P1                60 35CR               2 [illegible]          [illegible]
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TOTAL TO DATE JOB COST SUMMARY                                                     JUNE 1982       PAGE  280
                                                                                    FISCAL         GRAND TOTAL    ACT    YRS
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX        FUNCTION   GR  CURRENT MONTH  YEAR TO DATE      TO DATE        BEG    END

                                                    TOT      P1                     19,140.00        19,140.00
                                                    TOT      N9                     19,140.00CR      19,140.00CR
                                                 ** JOB TOTALS **          **               **                **

                                                                                                                  STATE
  SULPHUR SPR RD&SOAP CR RD     CONT NO       * FA PROJ NOS SOS 200001 100
                                     402   1006     598      00 N 9       3.73CR    10,970.51CR      10,970.51CR    82     82
                                     402   1006     903      00 P 1       3.73      10,970.51        10,970.51      82     82
                                                    TOT      P1           3.73      10,970.51        10,970.51
                                                    TOT      N9           3.73CR    10,970.51CR      10,970.51CR
                                                 ** JOB TOTALS **          **               **                **

                                                                                                                  STATE
  PAVEMENT [illegible]NGS PR[illegible]T #5  CONT NO    FA PROJ NOS PMS 00S070 100
                                     403   100      598      00 N 9                                   9,713.03CR    78     80
                                     403   100      903      00 P 1                                   9,713.03      78
                                                    TOT      P1                                       9,713.03
                                                    TOT      N9                                       9,713.03CR
                                                 ** JOB TOTALS **          **               **                **

                                                                                                                  STATE
  OR CITY PV MKINGS             CONT NO         FA PROJ NOS PMS 00S083 100
                                     403   1006     205      01 P 1                   5,164.06CR       5,164.06CR    82     82
                                     403   1006     270      01 P 1                  16,680.42        51,640.57      81     82
                                     403   1006     598      00 N 9                  11,463.44CR      46,453.83CR           82
                                     403   1006     900      00 P 1       2.19            50.73CR          2.19      79     82
                                     403   1006     900      00 N 1                         .76CR                    81     81
                                                    TOT      P1           2.19      11,465.63        46,478.70
                                                    TOT      N1                             .76CR
                                                    TOT      N9                     11,463.44CR      46,453.83CR
                                                 ** JOB TOTALS **         2.19 **        1.43 **          24.87 **

                                                                                                                  STATE
  CLACK SIGN PJ#2               CONT NO       * FA PROJ NOS SRS 00S108 100
                                     403   1008     598      00 N 9                                  33,273.64CR    78     81
                                     403   1008     903      00 P 1                                  33,273.64      78     81
                                                    TOT      P1                                      33,273.64
                                                    TOT      N9                                      33,273.64CR
                                                 ** JOB TOTALS **          **               **                **

                                                                                                                  STATE
  CLACKAMAS CO SIGNING PROJ #1  CONT NO       * FA PROJ NOS HHS000S031 100 HHS 00S031
                                     403   1009     598      00 N 9                                  15,822.87CR    78     81
                                     403   1009     903      00 P 1                   8,517.27CR       7,305.60      78     82
                                     403   1009     903      00 P 2                   8,517.27         8,517.27      81     82
                                                    TOT      P1                       8,517.27CR       7,305.60
                                                    TOT      P2                       8,517.27         8,517.27
                                                    TOT      N9                                      15,822.87CR
                                                 ** JOB TOTALS **          **               **                **
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TOTAL TO DATE JOB COST SUMMARY

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
							STATE	
SULPHUR SPRS RD&SOAP CRK RD	CONT NO 9190 * FA PROJ NOS SCS 200001 100							
	202 1099	201	00 P 1		172,251.00	212,944.94	81	82
	202 1099	204	00 P 1		2,034.70		81	82
	202 1099	206	00 N 1		204.55	204.55	82	82
	202 1099	296	00 N 9	2,228.26CR	174,569.24CR	216,440.69CR	80	82
	202 1099	297	00 N 9	2,160.00	19,110.69	26,516.86	81	82
	202 1099	298	00 N 9	68.26	155,458.55	189,923.83	80	82
	202 1099	900	00 P 1		602.74	773.76	80	82
	202 1099	920	00 P 1			32.28	80	80
	202 1099	940	00 P 1		131.50	131.50	81	81
	202 1099	944	00 P 1		69.25	69.25	82	82
	202 1099	945	00 P 1		903.52	903.52	81	82
	202 1099	946	00 P 1		250.11	494.51	81	81
	202 1099	948	00 P 1	4.13	25.64	32.22	81	82
		TOT	P1	4.13	176,268.46	215,381.98		
		TOT	N1		204.55	204.55		
		** JOB TOTALS **		4.13 **	176,473.01 **	215,586.53 **		
							STATE	
HAZARD SIGN PJ-CLACKAMAS	CONT NO	FA PROJ NOS PMS 00S078 100						
	203 1008	296	00 N 9		558.60CR	1,039.86CR	79	82
	203 1008	298	00 N 9		558.60	1,039.86	79	82
	203 1008	900	02 P 1	11.11CR	257.51	723.99	79	82
	203 1008	900	02 N 1			26.90	79	79
	203 1008	915	00 P 1	4.14CR	265.14	265.14	81	82
	203 1008	920	00 P 1			14.78	79	79
	203 1008	948	00 P 1	.85CR	19.85	19.85	81	82
		TOT	P1	16.10CR	542.50	1,023.76		
		TOT	N1			26.90		
		** JOB TOTALS **		16.10CR**	542.50 **	1,050.66 **		
							STATE	
HILL ROAD-VISTA LANE	CONT NO 9079 * FA PROJ NOS XI 698001 100							
	203 1013	201	00 P 1			34,767.26	80	81
	203 1013	206	00 N 1			6.43	81	81
	203 1013	270	01 P 1		1.03CR		81	81
	203 1013	296	00 N 9		4,700.00	39,022.82CR	80	82
	203 1013	297	00 N 9	4,700.00CR	4,700.00CR	5,450.00	80	82
	203 1013	298	00 N 9			33,572.82	80	81
	203 1013	299	00 N 9	4,700.00			82	82
	203 1013	900	00 P 1			4,582.18	80	82
	203 1013	900	00 N 1		1.03	1,456.69	81	81
	203 1013	920	00 P 1			48.86	80	80
	203 1013	945	00 P 1			11.70	81	81
	203 1013	948	00 P 1			63.07	81	81
	203 1013	948	00 N 1		51.72	51.72	81	81
	203 1013	985	00 P 1			24.36	80	80
		TOT	P1		1.03CR	39,497.43		
		TOT	N1		52.75	1,514.84		
		** JOB TOTALS **		**	51.72 **	41,012.27 **		

B02

680

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
201-1007 1	SOS -0100-002	165,710.00	107,847.23	107,670.39	85.77	92,348.89	92,336.68		12.21
201-1956 1	SOS -0100-002	10,290.00	11,482.00	11,477.70	85.77	9,844.42	9,844.42		
	PROJ TOTALS	176,000.00	119,329.23	119,148.09		102,193.31	102,181.10		12.21
202-1099 1*	SOS -0200-001	189,923.83	215,586.53	215,381.98	88.18	189,923.83	189,923.83		
>402-1006 1*	SOS -0200-001	10,970.51	10,970.51	10,970.51	100.00	10,970.51	10,970.51		
202-1953 1*	SOS -0200-001	3,068.38	3,479.68	3,479.68	88.18	3,063.38	3,068.38		
>402-1966 1*	SOS -0200-001	13,352.26	13,352.26	13,352.26	100.00	13,352.26	13,352.26		
	PROJ TOTALS	217,314.98	243,388.98	243,184.43		217,314.98	217,314.98		
>203-1959 1	SOS -0300-005	18,300.00	18,298.23	18,287.08	85.80	15,690.31	12,896.86		[illegible]
>403-1906 1	SOS -0300-005	500.00	340.19	340.19	100.00	340.19	340.19		
	PROJ TOTALS	18,800.00	18,638.42	18,627.27		16,030.50	13,237.05		2,793.45
203-1978 1#	SOS -0300-007	13,257.50	15,071.39	15,034.59	88.18	13,257.50	13,257.50		
203-1028 1	SOS -0300-008	77,257.00	83,010.07	79,618.94	85.77	68,289.16	68,269.24		19 [illegible]
203-1980 1	SOS -0300-008	4,448.00	4,885.34	4,738.52	85.77	4,064.23	4,064.23		
>403-1908 1	SOS -0300-008	4,000.00	3,513.67	3,513.67	100.00	3,513.67	3,513.67		
203-2535 1	SOS -0300-008	8,575.00	10,256.26	10,256.26	85.77	8,796.79	8,575.00	221 79 B	
	PROJ TOTALS	94,280.00	101,665.34	98,127.39		84,663.85	84,422.14	221 79	19 [illegible]
205-1090 1#	SOS -0500-001	415,532.89	601,601.12	484,473.46	85.77	415,532.89	415,532.89		
205-1090 2#	SOS -0500-001				85.77				
	PROJ TOTALS	415,532.89	601,601.12	484,473.46		415,532.89	415,532.89		
305-1091 1#	SOS -0504-001	54,407.19	64,346.05	63,433.82	85.77	54,407.19	54,407.19		
305-1936 1#	SOS -0504-001	10,092.81	11,767.30	11,767.30	85.77	10,092.81	10,092.81		
	PROJ TOTALS	64,500.00	76,113.35	75,201.12		64,500.00	64,500.00		
>206-1058 1	SOS -0600-001	209,425.00	270,393.00	275,870.18	76.94	212,254.52	209,425.00	2,829.52 B	
206-1939 1	SOS -0600-001	5,575.00	6,711.25	6,493.75	85.80	5,571.64	5,571.64		
	PROJ TOTALS	215,000.00	277,104.25	282,363.93		217,826.16	214,996.64	2,829.52	
207-1047 1#	SOS -0700-002	131,820.22	149,551.19	149,489.93	88.18	131,820.22	131,820.22		
>407-1048 1#	SOS -0700-002	39,464.82	39,464.82	39,464.82	100.00	39,464.82	39,464.82		
207-1987 1#	SOS -0700-002	1,727.16	3,303.48	1,958.67	88.18	1,727.16	1,727.16		
	PROJ TOTALS	173,012.20	192,319.49	190,913.42		173,012.20	173,012.20		
209-1010 1#	SOS -0900-002	49,597.16	57,871.28	57,805.55	85.80	49,597.16	49,597.16		
209-1018 1#	SOS -0900-003	199,204.36	242,009.63	225,906.51	88.18	199,204.36	199,204.36		

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TOTAL TO DATE JOB COST SUMMARY                                                          JULY 1982        PAGE  143
                                                                                         FISCAL         GRAND TOTAL    ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION  GR  CURRENT MONTH      YEAR TO DATE        TO DATE       BEG   END

   SPRR X'ING @ GRANGER           CONT NO 9040 * FA PROJ NOS RRS 00S023 100 RRO 00S023                          STATE
                                          202    1098    201     00 P 1                              18,850.18      80    81
                                          202    1098    201     00 P 2                             101,356.67      80    81
                                          202    1098    203     00 P 1                               6,150.00CR    80    81
                                          202    1098    206     00 N 1                                   8.52      81    81
                                          202    1098    270     03 P 1                                 437.09      81    81
                                          202    1098    270     05 P 1                                 331.30      81    81
                                          202    1098    296     00 N 9                             120,320.57CR    90    82
                                          202    1098    298     00 N 9                             120,320.57      80    82
                                          202    1098    900     00 P 1                               2,432.16      79    82
                                          202    1098    900     01 P 1                               3,098.64      81    81
                                          202    1098    903     00 P 1                              12,044.74      81    81
                                          202    1098    915     00 P 1                                 411.43      81    81
                                          202    1098    920     00 P 1                                 106.60      79    81
                                          202    1098    944     00 P 1                                  12.20      81    81
                                          202    1098    945     00 P 1                                 745.14      81    81
                                          202    1098    948     00 P 1                                  13.37      81    81
                                                         TOT     P1                                  32,332.85
                                                         TOT     P2                                 101,356.67
                                                         TOT     N1                                       8.52
                                                      ** JOB TOTALS **            **              **   133,698.04  **

   SULPHUR SPRS RD&SOAP CRK RD    CONT NO 9190 * FA PROJ NOS SOS 200001 100                                     STATE
                                          202    1099    201     00 P 1                             212,944.94      81    82
                                          202    1099    206     00 N 1                                 204.55      82    82
                                          202    1099    296     00 N 9                             216,440.69CR    80    82
                                          202    1099    297     00 N 9                              26,516.86      81    82
                                          202    1099    298     00 N 9                             189,923.83      80    82
                                          202    1099    900     00 P 1                                 773.76      80    82
                                          202    1099    920     00 P 1                                  32.28      80    80
                                          202    1099    940     00 P 1                                 131.50      81    81
                                          202    1099    944     00 P 1                                  69.25      82    82
                                          202    1099    945     00 P 1                                 903.52      81    82
                                          202    1099    946     00 P 1                                 494.51      81    81
                                          202    1099    948     00 P 1                                  32.22      81    82
                                                         TOT     P1                                 215,381.98
                                                         TOT     N1                                     204.55
                                                      ** JOB TOTALS **            **              **   215,586.53  **

   HAZARD SIGN PJ-CLACKAMAS       CONT NO          FA PROJ NOS PHS 00S078 100                                   STATE
                                          203    1008    296     00 N 9     16.10            16.10       1,023.76CR    79    82
                                          203    1008    298     00 N 9     16.10CR          16.10CR     1,023.76      79    82
                                          203    1008    900     02 P 1                                 723.99      79    82
                                          203    1008    900     02 N 1                                  26.90      79    79
                                          203    1008    915     00 P 1                                 265.14      81    82
                                          203    1008    920     00 P 1                                  14.79      79    79
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[illegible] 2-10-82

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Roseburg Paving, Inc. No. 9197	NE Alameda Ave.-NE Garden Valley Blvd. (Roseburg) Douglas County	Jan. 13, 1982
Wildish Const. Co. No. 9216	Middle Fork Willamette River-Salmon Cr. (Oakridge) Lane County	Jan. 15, 1982
C. G. Gredvig, Inc. No. 9357	Germantown Rd. @ Cornelius Pass Rd. Washington County	Jan. 15, 1982
Dirt & Aggregate Intch. No. 9203	NE Columbia Blvd.-NE Weidler Multnomah County	Jan. 15, 1982
Morse Bros., Inc. No. 9190	Sulphur Springs Road & Soap Creek Road Benton County	Jan. 15, 1982
J. C. Compton Co. No. 9200	Osweg Creek Slide Clatsop County	Jan. 18, 1982
The Kaspac Corp. dba Kaspac Industries No. 9298	Washington State Line-Lane County Line Clatsop, Tillamook & Lincoln Counties	Jan. 21, 1982
Ross Bros. Constr., Inc. No. 9214	Dean Creek Bridge Douglas County	Jan. 22, 1982
Cascade Const. Co., Inc. No. 8952	Progress Intchge. Off Ramp Washington County	Jan. 26, 1982
C.W. McCallen Construction No. 9295	Polallie Cr.-Cooper Spur Detour Hood River County	Jan. 28, 1982
Ross Bros. Const., Inc. No. 9292	N. Yamhill River (Oak Ridge Rd.) Bridge Yamhill County	Jan. 28, 1982
Mid-Columbia Paving Co. No. 9242	Mosier/The Dalles Hwy. @ W. 8th St. (The Dalles) Wasco County	Feb. 9, 1982

February 10, 1982 Warren Richard

for C. T. Keasey
Asst. State Highway Engineer

9190

January 22, 1982

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9190

Gentlemen or Ladies:

On January 19, 1982, we wrote to you concerning release of final payment on Contract No. 9190 awarded to Morse Bros., Inc. for work on Sulphur Springs Road and Soap Creek Road in Benton County.

Final payment on this contract is $4,989.05 and the total contract amount is $212,944.94. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

Safeco Insurance Company of America
Safeco Plaza
Seattle, WA 98185

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

December 3, 1981

ACC

Mr. James Blair
Director of Public Works
Benton County
360 S.W. Avery
Corvallis, Oregon 97330

Dear Mr. Blair:

SUBJECT: SOS Project Financing
Sulphur Springs-Soap Creek Road Section
Benton County
Project No. SOS-0200(1)

By withdrawing the advance deposit Power-of-Attorney for this project before the project is completed, you are not in compliance with Construction-Finance Agreement Number 6977 dated April 25, 1979. To cover the County's share of the remaining project costs, we must have your deposit in the amount of $4,000 by December 17, 1981.

Payments made by the State last month amounted to $27,155.45. The County's share of this payment is included in the $4,000.00.

There are a number of test reports on materials for this project that the County has not submitted. These were mentioned in your transmittal letters to Salem, but were not attached. Without these we cannot final the project, which will obviously delay a final accounting.

You expressed concern for the State's accountability when funds were drawn from the Investment Pool. Contract Payment Vouchers provide the information needed to determine the amount of funds which are to be withdrawn from the Investment Pool. Attached is a copy of the current contract payment voucher which shows the status of work completed to date. Copies of this report can be made available to you at your request.

Very truly yours,

D. E. Swan
Operation Programming Engineer

HR:pf
Attachment

cc: Construction
Accounting
Region 2

Dan H

Lab [illegible] 141 Prefix 20-1[illegible]
Contract 91[illegible]

Sulphur Springs Rd. & Soap Cr. Rd.

I #4 - General Excavation - 6,927.3 cu yds
Test Result Summary List Lab. No. 80-20309 & 20310 which are Material Submitted for CTB Design on Preliminary Survey. Lab. No. 80-1404 thru 1408 are 'R' Values on Soil Submitted on Preliminary Survey.

FIR #1 States Compaction was field tested by Sand cone method & was Conducted by Willamette Geotechnical Engineer of Corvallis. Notes attached results which are Not on file @ Lab.

FIR #2 is a Record Inspection by C. Reeves of Visual Compaction.

I - #5 2"-0 Aggregate Base - 2,709.45 tons
Summary States Gradation Testing Conducted by Morse Bros.
No Records @ Lab.
Summary States Density of Soil-Cement Treated Base [illegible] the requirements per Contract. (what has this to do with aggregate Base?)
FIR #1-5 List 1"-0 Aggregate Base placement & width & Depth requirements met Contract Specif[illegible]
No Record of Field Density Test, Record density Test or Record Width & Depths - (See Section [illegible] SP [illegible]

Contract 9190

B.I #6 Cement Treated Base - 29,600 Sq.yds
Fix #1 covers 6 days of Testing (width & depth) &
Rollers for Compaction
FIO #2 Record Inspection of Visual Compaction &
width & Depth

BI #8. O-11 Modified Asphalt 29,600 Sq.yds
Test Result Summary notes 3 Final width & Depth
checks. None on file @ Lab.

B02 680

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
201-1007	1	SOS -0100-002	165,710.00	105,345.36	105,345.36	85.77	90,354.72	90,349.18		[illegible]
201-1956	1	SOS -0100-002	10,290.00	11,482.00	11,477.70	85.77	9,844.42	9,844.42		[illegible]
		PROJ TOTALS	176,000.00	116,827.36	116,823.06		100,199.14	100,193.60		
202-1099	1	SOS -0200-001	201,499.00	209,297.73	209,297.73	88.15	184,495.95	184,495.95		
202-1953	1	SOS -0200-001	18,501.00	3,449.50	3,449.50	88.15	3,040.73	3,040.73		
		PROJ TOTALS	220,000.00	212,747.23	212,747.23		187,536.68	187,536.68		
203-1959	1	SOS -0300-005	18,300.00	20,906.87	20,895.72	85.80	17,928.53	17,928.53		
>403-1906	1	SOS -0300-005	500.00	340.19	340.19	100.00	340.19	340.19		
		PROJ TOTALS	18,800.00	21,247.06	21,235.91		18,268.72	18,268.72		
203-1978	1#	SOS -0300-007	13,257.50	15,071.39	15,034.59	88.18	13,257.50	13,257.50		
203-1028	1	SOS -0300-008	77,257.00	65,142.82	65,142.82	85.77	55,873.00	55,873.00		
203-1980	1	SOS -0300-008	4,448.00	4,473.55	4,473.55	85.77	3,836.96	3,836.96		
>403-1908	1	SOS -0300-008	4,000.00	3,942.66	3,942.66	100.00	3,942.66	3,942.66		
203-2535	1	SOS -0300-008	8,575.00	7,874.21	7,874.21	85.77	6,753.71	6,720.77		
		PROJ TOTALS	94,280.00	81,433.24	81,433.24		70,406.33	70,323.39		
205-1094	1	SOS -0500-001	415,532.89	600,258.38	598,586.74	69.51	416,077.64	[illegible]		
205-1090	2	SOS -0500-001		1,342.74	1,342.74	85.77	1,151.6[illegible]	[illegible]		
		PROJ TOTALS	415,532.89	601,601.12	599,929.48		41[illegible],229.3[illegible]	[illegible]		
305-1091	1#	SOS -0504-001	54,407.19	64,346.06	63,433.82	85.77	54,407.19	[illegible]		
305-1936	1#	SOS -0504-001	10,092.81	11,767.29	11,767.30	85.77	10,092.81	10,092.81		
		PROJ TOTALS	64,500.00	76,113.35	75,201.12		64,500.00	64,500.00		
>206-1058	1	SOS -0600-001	209,425.00	268,132.86	273,610.04	76.94	210,515.56	209,425.00		
206-1939	1	SOS -0600-001	5,575.00	6,711.25	6,493.75	85.80	5,571.64	5,571.64		
		PROJ TOTALS	215,000.00	274,844.11	280,103.79		216,087.20	214,996.64		
207-1047	1	SOS -0700-002	171,725.18	149,441.20	149,379.94	88.18	131,723.23	131,723.23		
>407-1048	1	SOS -0700-002	39,464.82	39,464.82	39,464.82	100.00	39,464.82	39,464.82		
207-1987	1	SOS -0700-002	8,810.00	3,318.47	3,318.47	88.10	2,923.57	2,923.57		
		PROJ TOTALS	220,000.00	192,224.49	192,163.23		174,111.62	174,111.62		
209-1010	1#	SOS -0900-002	49,597.16	57,871.28	57,805.55	85.80	49,597.16	49,597.16		
209-1018	1#	SOS -0900-003	199,204.36	242,009.63	225,906.51	88.18	199,204.36	199,204.36		
>209-1022	1	SOS -0902-001	57,134.00	63,542.03	63,448.85	88.18	55,949.20	55,9[illegible]		

DESCRIPTION OF JOB OR DEPARTMENT		PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
		202 1948	298	00 N 9			4,432.00
		202 1948	901	00 P 1			55.88
		202 1948	903	00 P 1			4,730.22
		202 1948	904	00 P 1			411.77
		202 1948	905	00 P 1			1,945.06
		202 1948	910	00 P 1			620.56
		202 1948	911	00 P 1			71.92
		202 1948	914	00 P 1			217.40
		202 1948	920	00 P 1			60.82
		202 1948	921	00 P 1			677.89
		202 1948	922	00 P 1			20.58
		202 1948	923	00 P 1			156.46
			TOT	P1	473.02	473.02	8,968.56
			** JOB TOTALS **		473.02 **	473.02 **	8,968.56 **
NW LEWIS-BRG AV WRITMN CK RD	CONT NO	* FA PROJ NOS SOS 200001 100					
		202 1953	296	00			3,156.11CR
		202 1953	296	00 N 9			293.39CR
		202 1953	297	00 N 9			408.77
		202 1953	298	00 N 9			3,040.73
		202 1953	901	00 P 1			57.40
		202 1953	905	00 P 1			1,372.05
		202 1953	910	00 P 1			272.09
		202 1953	911	00 P 1			75.48
		202 1953	914	00 P 1			12.60
		202 1953	920	00 P 1			144.30
		202 1953	921	00 P 1			954.13
		202 1953	922	00 P 1			28.28
		202 1953	923	00 P 1			533.17
			TOT	00			3,156.11CR
			TOT	P1			3,449.50
			TOT	N9			3,156.11
			** JOB TOTALS **		**	**	3,449.50 **
COURTNEY RD-ROTHE RD	CONT NO	FA PROJ NOS XI 665004 100					
		203 1901	296	00 N 9			18,975.00CR
		203 1901	298	00 N 9			18,975.00
		203 1901	901	00 P 1		35.77	11,288.69
		203 1901	905	00 P 1	579.21	506.[illegible]	4,791.46
		203 1901	909	00 P 1			2,350.22
		203 1901	910	00 P 1			388.93
		203 1901	911	00 P 1			1,751.53
		203 1901	913	00 P 1			804.73
		203 1901	914	00 P 1	45.91	45.91	734.37
		203 1901	920	00 P 1	87.37	87.37	114.84
		203 1901	921	00 P 1	93.78	171.07	407.53
		203 1901	922	00 P 1			5.01

111

Benton County Public Works Department
360 S.W. AVERY AVENUE
PHONE 757-6821 CORVALLIS, OREGON 97333

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

November 16, 1981

Don Harwell
City & County Engineer
Oregon State Highway Division
Department of Transportation
206 State Transportation Building
Salem, OR 97310

SUBJECT: State Accountability for Federal Aid Projects

Attached herewith is a memorandum dated October 28, 1981, outlining problems encountered with Federal Aid Projects. I request that you investigate the problems outlined in the memorandum, and if the problems are prevalent throughout other Counties, perhaps we can better define the State's responsibilities in the Federal Aid agreement with the Association of Oregon Counties.

I recognize that the contracts are to be updated, and I am sorry I could not provide you this information sooner.

James E. Blair

James E. Blair, P.E.
Director of Public Works

vwr

c.c Bill Penhollow, Association of Oregon Counties

Attachment

PW 0364/18

Don H.

Benton County Public Works Department

360 S.W. AVERY AVENUE

PHONE 757-6821 CORVALLIS, OREGON 97333

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

October 28, 1981

TO: James E. Blair
Public Works Director

FROM: Harold J. Marx
Administrative Officer HJM

RE: State Accountability - Federal Aid Projects

The Department of Public Works recently encountered problems in ascertaining State costs to be included in FAS type projects.

Whenever the County is involved with Federal Aid projects we must put in our share of the cost up front, keep detailed records, file claims prior to being reimbursed for expenses, receive prior approval from the State before using force account work and submit engineering plans to the State for their review. All this for Federal Aid funds that are designated for the County.

The State, in turn, holds the funds until spent, spends the funds for their force account and engineering with slow accountability, never submits detailed records for review, withdraw funds from the investment pool with no accountability, and holds excess funds for long periods of time after completion of the project.

Periodically, the Association of Oregon Counties renegotiates the agreement between the State and Counties for administration of Federal Aid funds. It may be appropriate in the next contract to require the State to submit to the County, (or have available upon request), timely project reports outlining the expenses for the month and year-to-date, returning excess funds within a reasonable time after completion of the project, and perhaps limiting the amount the State may expend, such as twelve (12) percent for engineering.

ms

cc: Roger Irvin
Assistant County Engineer

DMH.

benton county

finance, auditing & tax collection

November 10, 1981

Mr. D. E. Swan
Operations Programming Engineer
Department of Transportation
Highway Division, Transportation Building
Salem, Oregon 97310

RE: OFF System Project #SOS-0200(1) Sulphur Springs-Soap Creek Section

Dear Mr. Swan:

Effective with the receipt of this letter, Benton County is hereby withdrawing its limited power of attorney for local government investment pool on the subject project. This action is being taken at the request of the Public Works Director for Benton County, Mr. Jim Blair.

By copy of this letter, I'm requesting the Investment Manager of the Oregon State Excess Fund to withdraw the limited power of attorney in his files and void this document.

Sincerely,

Clark Ruggles

Clark Ruggles
Director of Finance

cc: Jim Blair, Public Works Director
Harold Marxs, Operations Manager
Assistant County Engineer
Public Works Project File
Finance Department

180 nw 5th street **corvallis, oregon 97330** **(503) 757-6805**

100% Recycled Paper

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
NOV 13 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

PAYMENT VOUCHER

SULPHUR SPRINGS ROAD & SOAP CREEK RD

NO	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOU
001	1P MOBILIZATION	LUMP SUM	6000.0000	100.000	6000.00	[illegible]
002	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	4460.0000	100.000	4460.00	[illegible]
003	1P CLEARING AND GRUBBING	LUMP SUM	3611.0000	100.000	3611.00	3611
004	1P GENERAL EXCAVATION	CU YD	4.8300	6,927.300	33458.86	33458
005	1P 2"-0 AGGREGATE BASE	TON	8.0000	2,709.450	21675.60	21675
006	1P CEMENT TREATED BASE	SQ YD	1.0000	29,600.000	29600.00	29600
007	1P CEMENT FOR TREATED BASE	TON	80.0000	655.030	52402.40	4274
008	1P 0-11 MOD ASPHALT MACADAM	SQ YD	1.5800	29,600.000	46768.00	46768
	PRICE AGREEMENT ITEMS					
30201	1P 1"-0 AGGREGATE BASE	TON	6.2000	2,058.070	12760.03	
	County Construction Engineering - Est.	(to Present)			$13,572.00	
	State Construction Engineering - Est	(to Present)			700.00	
	State Construction Engineering - Est.	(to Complete)			800.00	

GROSS RETAINAGE	
TREASURER DEPOSIT	
NET RETAINAGE	

DATE 11 02 81 PG. 01 9190

PREVIOUS VOUCHER NO. 05334

CHECKED BY: RMW/CSH

ENGINEER OR AUDITOR J MARTIN

	TOTAL CONTRACT ITEMS	212955.89	19[illegible]533
LS	% RETAINED ON CONTRACT ITEMS	5,000.00	9,526.67
	FORCE ACCOUNT		
	TOTAL PAYMENTS	207,955.89	181,006.79

VOUCHER C TY 4. S 0001

SULPHUR SPRINGS RO S SOAP CREEK RD

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMO INT T DATE	PREVIOUS AMOUNT	PRESENT AMOUN
	LUMP SUM	6000.0000	100.000	6000.00	[redacted]	[redacted]
OTECTION AND DIR OF TRAFFIC	LUMP SUM	4460.0000	100.000	4460.00	[redacted]	
GRUBBING	LUMP SUM	3811.0000	100.000	3811.00	3811.00	
VATION	CU YD	4.8300	6,927.300	33458.86	33458.86	
TE BASE	TON	8.0000	2,709.450	21675.60	21675.60	
ED BASE	SQ YD	1.0000	24,600.000	29600.00	29600.00	
REATED BASE	TON	80.0000	655.030	52402.40	42740.00	9662.40
ALT MACADAM	SQ YD	1.5800	29,600.000	46768.00	46768.00	
EMENT ITEMS TE BASE	TON	6.2000	2,058.070	12760.03		12760.03
tion Engineering - Est.	(to Present)			$13,572.00		
ion Engineering - Est	(to Present)			700.00		
ion Engineering - Est.	(to Complete)			800.00		
		GROSS RETAINAGE				
		TREASURER DEPOSIT				
		NET RETAINAGE				
G. 01 9190		TOTAL CONTRACT ITEMS		212955.89	199533.46	224
	LS	% RETAINED ON CONTRACT ITEMS		5,000.00	9,526.67	4,526.67
		FORCE ACCOUNT				
J MARTIN		TOTAL PAYMENTS		207,955.89	181,006.79	26,949.10

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: OFF SYSTEM

WEEK ENDING: August 5, 1981

SECTION PREFIX: 202 1099

HIGHWAY: County Roads

COUNTY: BENTON

NAME OF JOB: Sulphur Springs and Soap Creek Roads

KIND OF WORK: Grading, Basing, Oiling

CONTRACTOR: Morse Bros. Inc.

CONTRACT NUMBER: 9190

FEDERAL AID PROJECT NUMBER: SOS 0200 001

DATE OF CONTRACT: October 1, 1980

DATE WORK STARTED: April 22, 1981

ESTIMATED COMPLETION DATE: August 5, 1981

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN

SUPERVISION

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 220 CWD

SPECIFIED COMPLETION DATE

WORK DAYS USED 206

CALENDAR DAYS USED 206 CWD

PERCENT OF TIME ELAPSED 95%

PROJECT AUTHORIZATION: $228,587.87

EXCLUSIVE OF ENGINEERING: $210,461.96

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $210,461.96

ESTIMATED PERCENT OVERRUN UNDERRUN 0 %

ENGINEERING AUTHORIZATION $18,125.91

ENGINEERING COST TO DATE $4,500.00

PERCENT OF AUTHORIZATION 25 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 95%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95%

DATE PROJECT WAS COMPLETED: August 5, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%		100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.32	2.54		2.54	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.32				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8,000 CY	29,600 SY		29,600 SY	
TOTAL QUANTITIES CORRECTED TO DATE	6927.3 CY				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6927.3 CY	29,600 SY		29,600 SY	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2nd	cloudy-warm	1		
MONDAY 3rd	cloudy-warm	1		K
TUESDAY 4th	cloudy-warm	1		
WEDNESDAY 5th	clear-Hot	1		
THURSDAY 6th	clear-Hot			
FRIDAY		—		
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

2nd SUNDAY	No Activity
3rd MONDAY	No Activity
4th TUESDAY	No Activity
5th WEDNESDAY	No Activity
6th THURSDAY	No Activity Contractor did not show up for 8:30 meeting
FRIDAY	
SATURDAY	

REMARKS

Last Field Report

Second notification. August 5. 1981

[illegible]

SIGNED R. N. Weston LOCATION [illegible]

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-0200(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 90084

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/18/81
8. FEDERAL ROUTE NUMBER Non Federal aid
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Sulphur Springs Road and Soap Creek Road

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 5/11/81 I approve the program change as follows:

1) Length of Project: Change to 2.767 miles.

(The above change does not require additonal obligation of funds)

RECEIVED
STATE HWY ENGR
MAY 21 '81
REFER TO

14. DATE 5/18/81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

202-1099

STATE OF OREGON **INTEROFFICE MEMO**

DATE: November 24, 1980

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

FROM: Phillip O. Stearns Phil Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: Sulphur Springs Rd. and
Soap Creek Rd.
Benton County SOS Project
Contract No. 9190

Attached is a letter from Benton County requesting subject project limits be extended.

Region Office concurs with the request. Please process the documents through channels for approval.

POS/rgb

Benton County Public Works Department

360 S.W. AVERY AVENUE

PHONE 757-6821 CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

REGION 2 ENGINEER
RECEIVED
NOV 1 8 1980
☐ RLE ☐ RBE
[✓ ☐ RE] [✓ ☐ RCE] [✓ ☐ RME] ☐ RTE ☑ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV [✓ 5 RFE]

RECEIVED
[illegible] 1980
J.M. MARTIN, Res. Engr.
☐ RE ☐ AR ☐ OE ☐ CI ☐ IN

November 7, 1980

Oregon State Highway Department (OSHD)
Liaison Engineer's Office
3400 Spicer Road
Albany, OR 97321

RE: Sulphur Springs and Soap Creek Roads Improvement Project
OSHD Contract #9190. Extension of Project Limits

The awarded bid amount on subject contract is sufficiently low that $15,000 excess appear still useable in the Federal Aid grant for additional roadwork by extending the project limits.

The enclosed estimate of construction costs based on original bid amounts to extend the project 1,300 lineal feet on Soap Creek Road (station 48+00 through 61+00), is Benton County's proposal to use the above unspent monies.

Regard this letter as application for said project limits extension, and please call Curtis Baynes or myself for additional processing requirements and information. The anticipated $20,000 overrun cost for this extension will be covered by Benton County as an overrun per the financial agreement of subject contract.

Roger Irvin
Assistant County Engineer

ch

Enclosure

cc: Curtis Baynes/Construction File

C.C. C.T. Keasey
Jan Peterson
Cliff Laux

Benton County Public Works Department

COST ESTIMATE

DATE: November 3, 1980

PROJECT Soap Creek Road - Sulphur Springs Road Improvement

PROJECT NO. 05450-01-79

on Soap Creek Road / Detail of Station 48+00 through 61+00

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	TOTAL $$
03	Clearing and Grubbing	L.S.	1300 ft. lineal	0.2847/ft.	370.15
04	General Excavation (1300' x 20' x 0.333') ÷ 27	CU. YD.	3.830	4.83	18.498.90
05	2"-0 Aggregate Base. 1.40T/cu yd	TON	450	8.00	3.600.00
06	Cement Treated Base	SQ YD.	2.900	1.00	2,900.00
07	Cement for Treated Base	TON	70	80.00	5.600.00
08	0-11 Mod. Asphalt Macadam	SQ. YD.	2.900	1.58	4.582.00
					$35,551.05

SUBTOTAL

CONTINGENCIES 5%

CONTRACT TOTAL

ENGINEERING & ADMINIS. 15%

TOTAL EST. COST OF IMPROVET.

Benton County Public Works

PROJECT 05450-01-79
CALC. BY C. Baynes DATE Nov 03 1980
CK'D BY R. Irvin DATE
Revisions extension of contract 9190
@ 48+00 Soap Crk. Rd.

PWE-019
2-13-80

STATE OF OR[illegible] INT[illegible]CE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 1, 1979

FROM: Gerald W. Wimer
Local Government Manager

SUBJECT: Sulphur Springs Road
Soap Creek Road
Benton County

6977

Benton County is requesting the construction of a roadway with 2-11' AC travel lanes with 5' gravel shoulders. County will acquire the necessary additional R/W, install permanent signing, and be responsible for pavement markings. Construction engineering by state. P.E. will be done by county. See attached sketch for location.

Jurisdiction	Section	Total Funds	Federal Funds	Local Funds
Benton County	Soap Crk. Rd. Jct. to MP #1 Sec. on Sulphur Springs Road Sulphur Springs Rd. Jct. to Writsman Creek Dr. Section on Soap Creek Road	$245,000	$215,600	$29,400

contract amount -200,899
excess $14,701

The region and this office have investigated this proposed project, confirming its validity and financing under the SOS program. I recommend your approval and request you authorize this project under delegated authority.

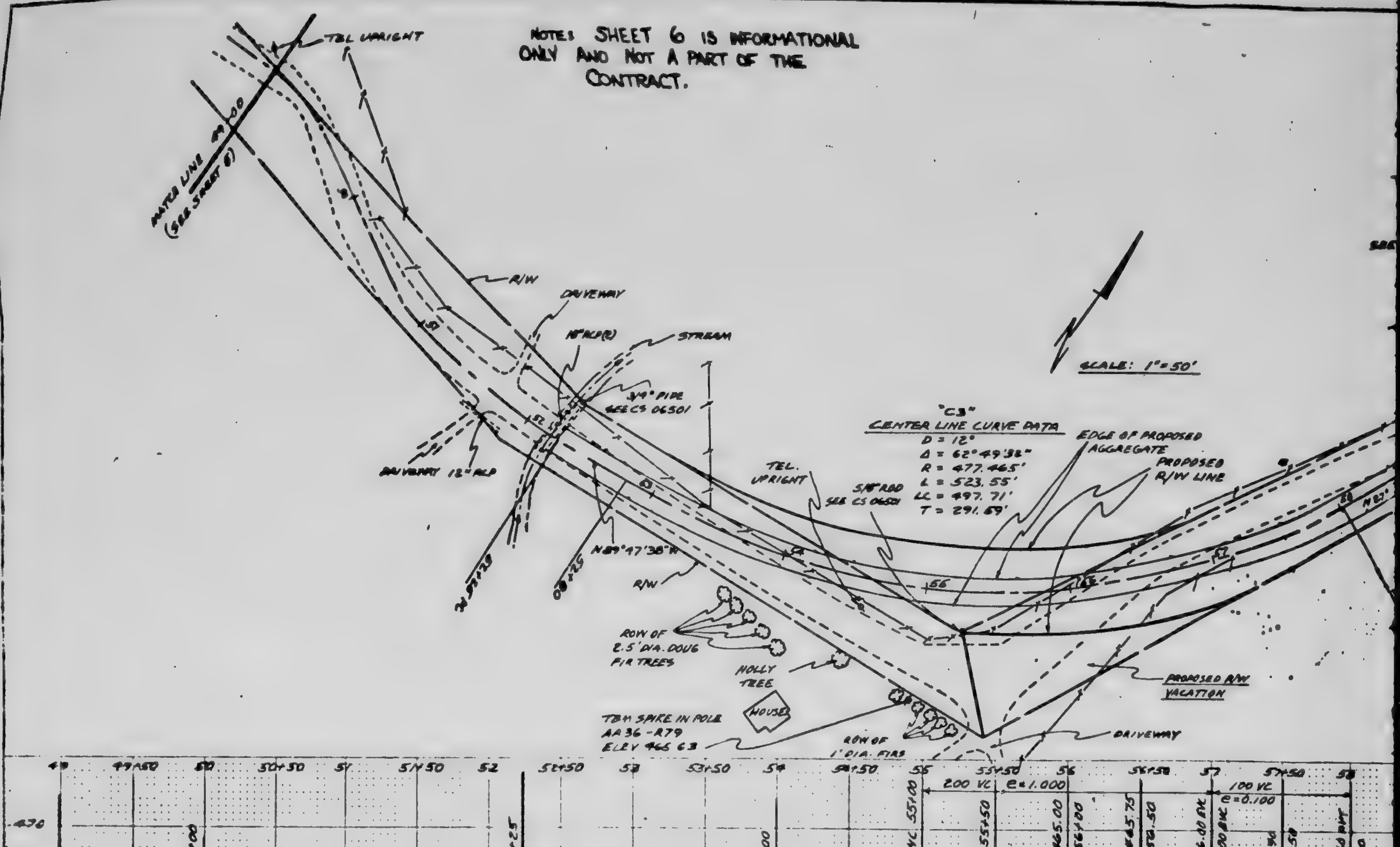
2-13-79
orig to Head
[illegible] Moehring

Approved:

Date 2-13-79

HR:dmc
Att.
D. E. Swan, Please Process
cc w/attachments:
- F. B. Klaboe
- H. S. Coulter
- E. S. Hunter
- D. H. Moehring
- C. T. Keasey
- R. L. Schroeder
- L. W. Rulien
- George Bell
- V. E. Skoog
- J. H. Versteeg
- L. E. George
- F. E. Terpin
- W. T. Hart
- J. B. Boyd
- R. Trygstad
- G. Potter
- D. O. Christensen
- J. Sullivan
- F. W. Yarbrough
- George Wills
- G. W. Wimer (3)
- B. L. Gifford
- Frank Lowe
- Region 2
  - C. O. Fredrickson
  - Phil Stearns
  - Jim Dixon

To typist 3-1-79.
MCH

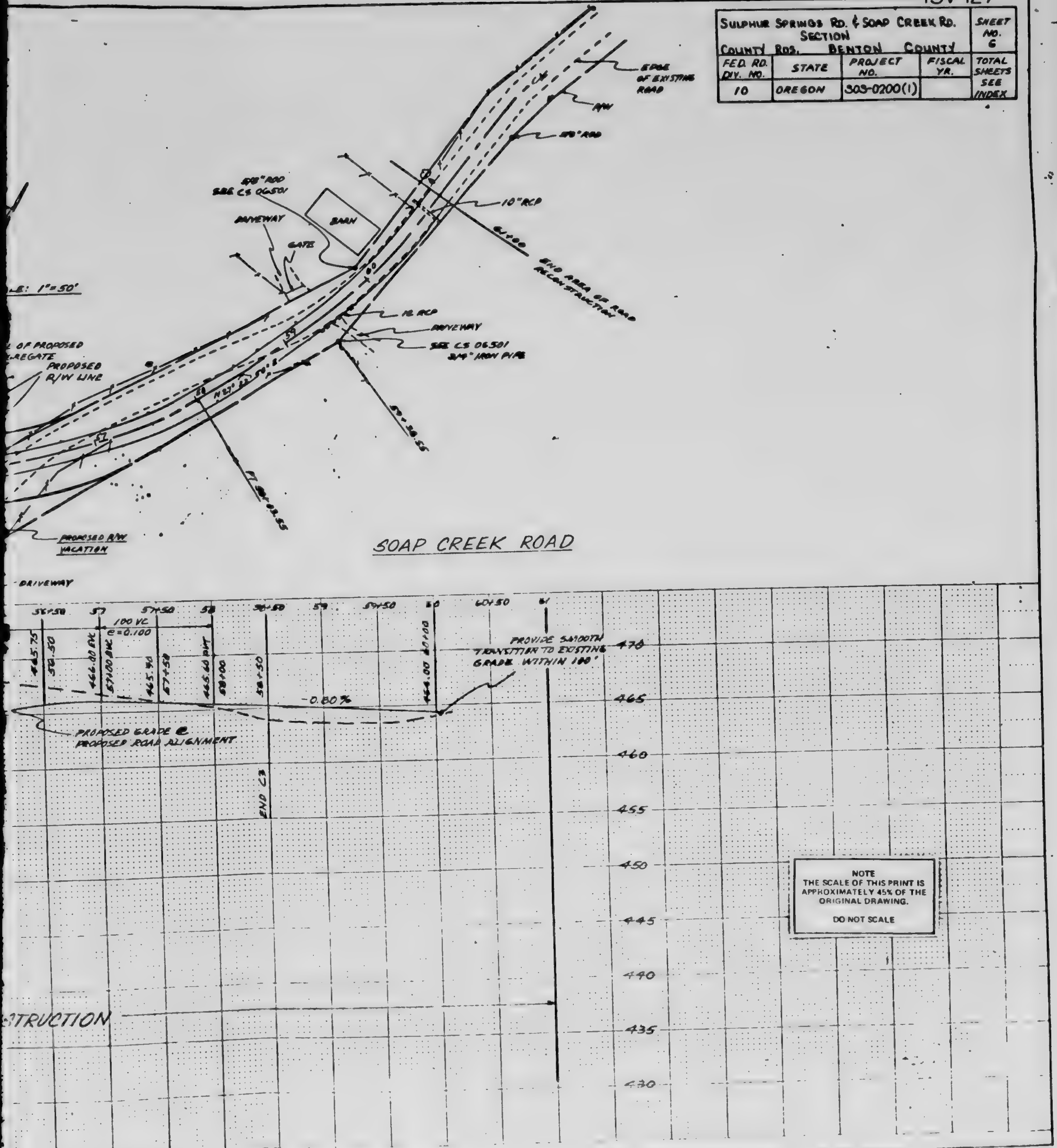


NOTES: SHEET 6 IS INFORMATIONAL ONLY AND NOT A PART OF THE CONTRACT.

TEL UPRIGHT
MATCH LINE 49+00
(SEE SHEET 5)
R/W
DRIVEWAY
18" RCP(R)
STREAM
3/4" PIPE
SEE CS 06501
DRIVEWAY 12" RCP
N89°47'38"W
R/W
TEL. UPRIGHT
5/8" ROD
SEE CS 06501
"C3"
CENTER LINE CURVE DATA
D = 12°
Δ = 62°49'32"
R = 477.465'
L = 523.55'
LC = 497.71'
T = 291.69'
EDGE OF PROPOSED AGGREGATE
PROPOSED R/W LINE
SCALE: 1" = 50'
ROW OF 2.5' DIA. DOUG FIR TREES
HOLLY TREE
HOUSE
TBM SPIKE IN POLE
AA36-R79
ELEV 465.63
ROW OF 1' DIA. FIRS
PROPOSED R/W VACATION
DRIVEWAY
49
49+50
50
50+50
51
51+50
52
52+50
53
53+50
54
54+50
55
55+50
56
56+50
57
57+50
58
470
465
460
455
450
445
440
435
430
400 VC e = 0.065
448.5 PVC 50+00
448.98 50+50
449.66 51+00
450.54 51+50
451.63 52+00
452.27 52+25
452.91 52+50 ℄
52+80 C3
454.41 53+00 ℄
456.10 53+50 ℄
458.00 PVT 54+00
462.00 PVC 55+00
200 VC e = 1.000
463.75 55+50
465.00 56+00
465.75 56+50
466.00 PVI 57+00
100 VC e = 0.100
465.90 57+50
465.60 PVT 58+00
+0.75%
4.00%
PROPOSED GRADE @ PROPOSED ROAD ALIGNMENT
EXISTING GRADE @ PROPOSED ROAD ALIGNMENT
MATCH LINE (SEE SHEET # 5)
AREA OF GRADE IMPROVEMENT ON EXISTING ROAD LOCATION
AREA OF ROAD RECONSTRUCTION

15V-127

SULPHUR SPRINGS RD. & SOAP CREEK RD. SECTION COUNTY RDS. BENTON COUNTY				SHEET NO. 6
FED. RD. DIV. NO.	STATE	PROJECT NO.	FISCAL YR.	TOTAL SHEETS
10	OREGON	303-0200(1)		SEE INDEX


EDGE OF EXISTING ROAD
R/W
5/8" ROD
5/8" ROD
SEE CS 06501
DRIVEWAY
GATE
BARN
10" RCP
61+00
END AREA OF ROAD RECONSTRUCTION
12 RCP
DRIVEWAY
SEE CS 06501
3/4" IRON PIPE
SCALE: 1"=50'
OF PROPOSED
AGGREGATE
PROPOSED R/W LINE
N 27° 22' 50" E
57
58
59
60
59+36.55
57+02.55
PROPOSED R/W VACATION
SOAP CREEK ROAD
DRIVEWAY
56+50
57
57+50
58
58+50
59
59+50
60
60+50
61
100 VC
e=0.100
465.75
56+50
466.00 PVC
57+00 BVC
465.90
57+50
465.60 PVT
58+00
58+50
464.00 60+00
-0.80%
PROVIDE SMOOTH TRANSITION TO EXISTING GRADE WITHIN 100'
PROPOSED GRADE @ PROPOSED ROAD ALIGNMENT
END C3
470
465
460
455
450
445
440
435
430
STRUCTION

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.
DO NOT SCALE

K+E

-1 1-7 2

FILE COPY

- TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER 10 -100		County Benton
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	
MODIFICATION NUMBER 1	10-10-80	Project Number SOS-0200(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 8, 1979, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 25,000.00	$ 249,576.00
Federal funds	$ 21,500.00	$ 220,000.00
Other revisions		

This modification is made for the following reasons: toinclude the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10 th day of October, 1980.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XBXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Corr File

Oregon State Highway Division
Salem, Oregon September 25, 1980

Federal Aid Project
No. SOS-0200(1)

Sulphur Springs Rd. & Soap Creek Rd.
County Roads in Benton County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E. Preliminary Engineering		All Required	$20,989.00

Type Code 5234
Roadway (Sulphur Spr. Rd. Sta.-1+80 to Sta. 85+10)
(Soap Cr. Rd. Sta. 1+80 to Sta. 48+00)

Mobilization		All Required	$ 8,000.00
Temporary Protection and Direction of Traffic		All Required	4,480.00
Clearing and Grubbing		All Required	3,811.00
General Excavation	8,000 Cu. Yd.	4.83	38,640.00
2"-0 Aggregate Base	1,700 Ton	8.00	13,600.00
Cement Treated Base	29,600 Sq. Yd.	1.00	29,600.00
Cement for Treated Base	700 Ton	80.00	56,000.00
0-11 Modified Asphalt Macadam	29,600 Sq. Yd.	1.58	46,768.00
			$200,899.00

Anticipated Items

Temporary Erosion Control	All Required	$ 500.00
	SUBTOTAL	$201,399.00
	Engineering	27,188.00
	TOTAL	$228,587.00

Length of Roadway ----------- 2.521 mi.
Cost of Roadway per mile ---- $

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 20,989.00	$ 18,501.00	$ 2,488.00
Roadway	228,587.00	201,000.00	27,088.00
TOTAL	$249,576.00	$220,000.00	$29,576.00

Group 1	100%
Contract No.	9190
Prefix	202-1953 202-1099

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-56	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State OREGON County Benton Project No. SOS-0200(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 7.5 Mi. N. of Corvallis

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-17-79	3.67
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 86.0

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$25,000.00	$21,500.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

XX By For: R. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For S. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on dditional Provisions," without the prior approval of the deral Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon January 29, 1979

Federal Aid Project
No. SOS-0200(1)

SULPHUR SPRINGS ROAD & SOAP CREEK ROAD SECTIONS
COUNTY ROADS
BENTON COUNTY

Project Agreement Estimate.

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$25,000.00
	TOTAL	$25,000.00

Length of Project --------------- 3.67 miles

SUMMARY OF FUNDS

Federal Funds ----------------------- $21,500.00
County Funds ----------------------- 3,500.00

TOTAL $25,000.00

Group 1 - 100%
Prefix: 202-1953

Department of Finance, Auditing, and Tax Collection

L.E. BLDG., 180 N.W. 5TH
CORVALLIS, OREGON 97330

September 29, 1980

Ms. Debbie Andrews,
Local Government Investment Pool
State Treasury Department
159 State Capitol Building
Salem, Oregon 97310

Re: Limited to Power of Attorney in the Amount of $27,730
Forwarded to you on September 24, 1980

Dear Debbie:

The above referenced Limited Power of Attorney, which was forwarded to you on September 24, is hereby limited to Benton County's Investment Pool - Account Number 4073. This is a verification, since the Account Number was omitted on the Power of Attorney form.

Sincerely,

Clark Ruggles

Clark Ruggles
Finance Director
Benton County

CR/jl

cc: Jim Blair, Public Works Director
Roger Irvin, Assistant County Engineer
Jan Peterson, Highway Division
Shirley Meddaugh, Accounting Supervisor
D. E. Swan, Operations Programming Engineer - Dept. of Transportation ✓

Mrs. M.A. Lujan
Rt. 1 Box 301A
Corvallis, Oregon 97330

RECEIVED
STATE HWY ENGR
OCT 1 -'80
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
OCT 1 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

September 27, 1980

James E. Blair
Benton County Director of Public Works
360 S.W. Avery
Corvallis, Oregon 97330

Dear Mr. Blair:

Sulphur Springs--Soap Creek Road Paving Project

Your assistant Mr. Roger Irvin telephoned me on September 11,1980 to inform me that Morse Bros.Inc. Construction Company was the low bidder for the Sulphur Springs-Soap Creek Road paving project. This was certainly welcome news.

The information Mr. Irvin gave me was reported to the citizens of this area at the September 11,1980 North Benton County Citizens Advisory Committee meeting.

The supportive citizens of Sulphur Springs-Soap Creek Road area would like to know if: (1) Benton County has deposited the matching funds for this project (2) if all the necessary paper work has been processed to allow this project to proceed and (3) if a pre-construction conference date has been scheduled by the contractor, Morse Bros. ? (Mr. Irvin stated in his telephone call that any interested citizens would be notified of such a conference date.)

We citizens are anxious for this project to proceed while there is still favorable weather to permit outdoor construction work.

The supportive members of the North Benton County Citizens Advisory Committee would like to take this opportunity to thank all the local, state, and federal government people who were involved in the first phase of the Sulphur Springs-Soap Creek Road paving project. These people would include: Public Works Director-Jim Blair, Region Federal Aid Engineer-Phillip O. Stearns, Oregon Director of Transportation-F.B. Klaboe, 3rd District Representative-Robert B. Duncan (Chairman of Transportation Appropriations Comm.) and our 1st District Representative-Les AuCoin. We express a very special thanks to our 36th District State Representative-Mae Yih for her tireless efforts with letters, telephone calls, and meetings to help us obtain federal funds for this project.

The citizens of this area look forward to working in the future with the Benton County Public Works Department for a completely paved Soap Creek Road. The rapid population growth here requires a better----safer road in Soap Creek Valley.

Sincerely,

Mary Ann Lujan

Mary Ann Lujan
Member of North Benton
County Cit. Adv. Comm.

cc: Mae Yih, State Representative--District 36
Senator Mark Hatfield
Senator Robert Packwood
Representative Robert B. Duncan
Representative Les AuCoin
F.B. Klaboe, Oregon Dir. of Transportation
Phillip O. Stearns, Federal Aid Engineer
Dale Schrock, Benton County Commissioner
Shirley Deardorff, President of North Benton County CAC
Morse Bros. Inc.

Department of Finance, Auditing, and Tax Collection
L.E. BLDG., 180 N.W. 5TH
CORVALLIS, OREGON 97330

September 24, 1980

Mr. D. E. Swan
Operations Programming Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: OFF SYSTEM Project No. SOS-0200(1)
Sulphur Springs - Soap Creek Section

Dear Mr. Swan:

Attached, is Benton County's Limited Power of Attorney for the Local Government Investment Pool in the amount of $27,730. This represents Benton County's share of the above referenced project.

Sincerely,

Clark Ruggles

Clark Ruggles
Finance Director
Benton County

CR/jl
Attachment

cc: Jim Blair, Public Works Director
Roger Irvin, Assistant County Engineer
Debbie Andrews, Local Government Investment Pool
Jim Kinns, Highway Division
Shirley Meddaugh, Accounting Supervisor

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The Benton County Board of Commissioners hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Benton County Board of Commissioners has deposited with
Local Government Unit

the State of Oregon Investment Pool the sum of $ 27,730.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with Sulphur Springs - Soap Creek
Project Name

Section (Off System Project No. SOS-0200(1).

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by the Board of Commissioners
Local Government Unit

of Benton County

this 24th day of September, 1980 by a vote of the majority of a quorum of its governing body.

Larry Callahan
LARRY CALLAHAN, CHAIRMAN

Barbara Ross
BARBARA ROSS, COMMISSIONER

Dale A Schrock 9/24/80
DALE SCHROCK, COMMISSIONER

Approved As To Form:
Richard T. Ligon
Richard T. Ligon, County Counsel

Form No. 734-1812(2-80)

September 11, 1980

ACC

Benton County
Board of Commissioners
Courthouse
Corvallis, Oregon 97330

Attn: Mr. James Blair
Director of Public Works

Gentlemen:

On September 11, 1980 a satisfactory bid was received from Morse Bros. Inc., P.O. Box 7, Lebanon, Oregon 97355 for the Sulphur Springs-Soap Creek Section. This is an OFF SYSTEM Project No. SOS-0200(1). The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items	$200,899.00
Erosion Control	$ 500.00
4 1/2% Contingencies	9,062.96
9% Engineering	18,125.91
Est. Construction Cost	$228,587.87
Est. P.E. Costs	2,500.00
Est. Project Costs	$231,087.87
Less Federal Funds (88% of $231,087.87)	203,357.33
	$ 27,730.54

By rounding the County's Advance Deposit will then be $27,730.

This project will be awarded upon receipt of your advance deposit, which should be submitted no later than October 3, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

[illegible]. E. Swan
Operation Programming Engineer

HR:pf
Attachment

bcc w/AD # 813: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 813 when advance deposit is received.

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Highway# 2002
Prefix 202-[illegible]3

Attention: Right-of-Way Section

Subject: Federal Aid Project No. [illegible]
Project Name Sulphur Springs Rd. & Soap Creek Rd. Sec's
Sulpher Springs Rd & Soap Creek Rd.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Corvallis, Oregon, this 15th day of August, 1980

County of ______

~~County Judge~~/Chairman

Commissioner

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date [illegible]

RECEIVED
198
DISTRICT 4

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

Section Sulphur Springs R[illegible] Soap Creek Rd. Programming Estimate $ 251,000

Highway County Roads Project Length 2.52 mi.

County Benton Completion Time 1[illegible]0 CWD

Kind of Work Grading & Paving Est. Comp. Date [illegible] '81

Prefix 202 - 1953 Letting Date Sept 11 80 Project No. SOS-0200(1)

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 8-14-80

- Director
- Asst. Dir.-Administration
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Construction
- Data Processing (Trans. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- FHWA
- General Files
- Industrial Engineers & Records Management
- Information System (Lena Ave.)
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Project Management & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- Signal Shop
- State Highway Engineer Bridge
- Technical Services Engr.
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- Metropolitan
- [✓ Region Number 2]
- District Number
- Resident Engineer

ATTENTION: Phil Stearns

FROM: Proj. Magt

COMMENTS: Please inform County

Form 731-0022 (11-79) SP*71038-734

ONSTRUCTION AUTHORIZATION

ontract Amount . . . . $ 246,750.00

. . . 500 $ 500.00

Subtotal $ 247,250.00

Contingencies (4-1/2%) 11,126.25

Engineering (8, [✓ 9], 10%) 22,252.50

~~Subtotal~~ $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 280,628.75

Est. P.E. Costs (No County Costs)	2,000.00
Est. Project Cost	282,628.75
Less Federal Funds	220,000.00
Est. County share of Project Costs	$62,628.75

APPROVED

Road Design Engineer

Section Sulphur Springs Rd [illegible] Soap Creek Rd. Programming Estimate $ 281.000
Highway County Roads Project Length 2.52 mi.
County Benton Completion Time 120 CWD
Kind of Work Grading & Paving Est. Comp. Date [illegible], '81
Prefix 202 - 1953 Letting Date Sept. 11 80 Project No. SOS-0200(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 246,750.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	500	
State Furnished		$ 500.00
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		

Subtotal $ 247,250.00

Contingencies (4-1/2%) 11,126.25
Engineering (8, [✓ 9], 10%) 22,252.50
~~Subtotal~~ $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 280,628.75

APPROVED

Est. P.E. Costs (No County Costs)	2,000.00
Est. Project Cost	282,628.75
Less Federal Funds	220,000.00
Est. County share of Project Costs	$62,628.75

Road Design Engineer

OREGON STATE HIGHWAY DIVISION
~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE

Sheet 1 of 1
Date Aug. 13, 1980

ection Sulphur Springs Rd. and Soap Creek Rd.
County Benton

ind Of Work Grading & Oiling
Length 2.52 mi.
Name Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(5%)	12,000-
Temporary Protection and Direction of Traffic		All	All	-	2,000-
ROADWORK					
Clearing and Grubbing		All	All	-	5,000-
General Excavation		Cu. Yd.	8,000	3-	24,000-
2"-0 Aggregate Base		Ton	1,700	6^{50}	11,050-
Cement Treated Base		Sq. Yd.	29,600	1^{75}	51,800
Cement for Treated Base		Ton	700	85-	59,500
0-11 Mod. Asphalt Macadam		Sq. Yd.	29,600	2^{75}	81,400

```
        202   19[illegible]   2[illegible]8   [illegible] N 9                            7.20            [illegible]
        202   1950   901   00 P 1                                                         12.[illegible]
        202   19[illegible]   9[illegible]5   00 P 1                                                   [illegible]
        202   1950   923   00 P 1                                   8.[illegible]            8.[illegible]
                     TOT   P1                                       8.00             77.31
                ** JOB TOTALS **                      **            8.00  **         77.31  **

                                                                                      STATE
NW LEWIS-BRG AV WRITMN CK SD  CONT NO      FA PROJ NOS SOS 2[illegible]001 100
Sulphur Sp's - Soap Crk Rd's
        202   1953   2[illegible]   [illegible] N 9    1,036.14CR     1,[illegible]3.51CR    1,[illegible].[illegible]CR
        202   1953   293   00 N 9    1,036.14       1,0[illegible]3.51      1,[illegible]
        2[illegible]   19[illegible]   901   [illegible] P 1       57.[illegible]        [illegible]         [illegible]
        202   19[illegible]   9[illegible]   [illegible] P 1      3[illegible].53         947.[illegible]        [illegible]
        202   1953   910   00 P 1      233.33         272.[illegible]        272.[illegible]
        2[illegible]   19[illegible]   911   [illegible] P 1                      75.93        [illegible]
        202   1953   920   00 P 1                                    13.[illegible]
                     TOT   P1          646.26       1,3[illegible]2.62       1,3[illegible]
                ** JOB TOTALS **       646.26  **   1,[illegible]2.62  **    [illegible]  **

                                                                                      STATE
COURTNEY RD-ROTHE RD       CONT NO      FA PROJ NOS XL 6[illegible]004 100
        2[illegible]3   19[illegible]1   2[illegible]   [illegible] N 9      394.65CR     5,[illegible].44CR     7,[illegible]5.[illegible]CR
        203   1901   2[illegible]3   00 N 9      394.65       5,[illegible].44       [illegible]
        [illegible]   1[illegible]   901   [illegible] P 1      487.86       5,[illegible].12       7,[illegible]
        [illegible]   1[illegible]   903   [illegible] P 1                   [illegible]CR
        203   1901   910   00 P 1       45.97        45.97          164.21
        203   1901   911   00 P 1                                   11.[illegible]
```

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TOTAL TO DATE JOB COST SUMMARY                                JUNE 19[illegible]        PAGE  519
                                                                 FISCAL           GRAND TOTAL
DESCRIPT ON OF JOB OR DEPARTMENT   PREFIX    FUNCTION   GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                                 203   1901   913   [illegible] P 1      44.45        3[illegible]        [illegible]
                                 2[illegible]   1[illegible]   914   [illegible] P 1       7.14        [illegible]3.[illegible]        [illegible]3.[illegible]
                                 203   1901   920   [illegible] P 1                  [illegible]4.[illegible]7          27.47
                                 203   1901   923   [illegible] P 1       1.05        [illegible]        [illegible]
                                              TOT    P1         3[illegible]6.47     6,[illegible]3.[illegible]     9,1[illegible].[illegible]4
                                        ** JOB TOTALS **        386.47  **   6,423.33  1*   9,1[illegible]6.64  **

                                                                                              STATE
  RIVER RD-PACIF HWY E        CONT NO      * FA PROJ [illegible] GS   300004 100            823.96CR    10,[illegible]CR
                                 203   1902   2[illegible]   [illegible] N 9                                   1,[illegible]
                                 2[illegible]   1[illegible]   297   [illegible] N 9
                                 203   1902   298   [illegible] N 9                        823.96      9,[illegible]
                                 2[illegible]   1[illegible]   901   [illegible] P 1                                   5,[illegible]
                                 [illegible]   [illegible]   [illegible]   [illegible] N 1                                   [illegible].64
                                 203   1902   903   [illegible] P 1                                   4,[illegible]
                                 [illegible]   [illegible]   9[illegible]5   [illegible] P 1                                   [illegible]
                                 [illegible]   [illegible]   9[illegible]   [illegible] P 1                                   [illegible].65
                                 203   1902   911   [illegible] P 1                                   1[illegible].33
                                 2[illegible]3   1[illegible]   914   [illegible] P 1
                                 [illegible]   [illegible]   915   [illegible] P 1
```

Benton County Public Works Department

360 S.W. AVERY AVENUE

PHONE 757-6821
CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

August 13, 1980

REGION 2 ENGINEER
RECEIVED
AUG 14 1980
☐ RLE ☐ RDE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ HOE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☒ RFE

Phillip O. Stearns
Region 2 Federal Aid Engineer
2960 East State Street
Salem, OR 97310

SUBJECT: Sulphur Springs Road and Soap Creek Road,
Project 05450-01-79

Benton County has been notified by the Cost Analysis Section of the Highway Division that its estimate for the above project is substantially higher than the grant funds available. Therefore, it is requested that the project limits be reduced to bring the cost in line with the budget.

The proposed end of construction is Station 48+00 Soak Creek Road. This reduces the project length by approximately a mile and eliminates one reconstruction area.

James E. Blair

James E. Blair, P.E.
Director of Public Works

RMI/vwr

c.c Curtis Baynes
Jack Sullivan

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S -0200(1)

STATE PROJECT NO. See below

COUNTY NAME Benton

PROGRAM NO.

ITEM NO. 90084

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA, Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 30 '80
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7-30
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE
7-28=80	7-28-80

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County

GENERAL LOCATION:

Sulphur Springs Road and Soap Creek Road Sections

GENERAL DESCRIPTION OF WORK:

Program Change and grade and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* Program change and See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-11-80, I approve the program change adding construction to the character of proposed work at a TEC of $225,000 - Federal funds $198,500. Also -

As requested in Mr. Swan's letter of 7-11-80, you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $225,000 - Federal funds $198,500 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed, or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

(Please refer to my letter of 4-21-80.)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-28-80	G K Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1970-721-918

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

July 11, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90084
Project No. SOS-0200(1)
Sulphur Springs Road and Soap Creek Road Sections
Benton County

I hereby request your approval of a program change on the subject project to include the construction phase in the character of Proposed work as indicated on the enclosed Request for Program Change PR-9 forms.

I further request authorization for construction at an estimated total cost of $225,600 with an obligation of $198,500 in federal funds.

Funds for this request are available from releases in obligations by modification of project agreement on projects SOS-OS-0300(6), SOS-OS-1500(2) and SOS-OS-2800(1).

CL:bke
Enc.

cc: H. Reynoldson
B. Gifford

202-1953

Form 734-3102

Budget Bureau No. 41-R2068;

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rds. Approx. 5.5 mi. N. of Corvallis	ADT	60 DHV 300	FUTURE (66) (70) N/A	YEAR (71) (72) --	REGION (74) (75)	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 62 P.E., Grade & Pave	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 23 SOS-	NUMBER-AGR. 7 0200

CARD	CLASS OF FEDERAL FUNDS [1] Safer Off-System Roads		COUNTY NAME Benton			
	NAME OF URBAN AREA 17-31 ---	F.A. SYSTEM Non	RTE NO. N	FEDERAL AID Non	STATE (32) Co. R	

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	~~STATE FUNDS~~ Co. Funds	
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	90084	SOS-0200(1)	"Sulphur Springs Road and Soap Creek Road Sections"	3.67	25,000	21,500	3,500	Preli all p arche
										PROJECT TOTAL	3.67	25,000	21,500	3,500	
5					PE ROW CONST 6201		RE-QUESTED REVISION	90084	SOS-0200(1)	"Sulphur Springs Road and Soap Creek Road Sections"	3.67 3.67	25,000 225,600 (16) (23)	21,500 198,500 (24) (33)	3,500 27,100	P.E. Arche Grade Adjus requi
										PROJECT TOTAL	3.67	250,600	220,000	30,600	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — PROJECT WITHDRAWN YES ☐

1 — COLUMN 14 ⟶ CODE 11 — CODE 2

REASON FOR CHANGE:

To add the construction phase.

-over

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: 10-13-78	PROGRAM REVISION REQUESTED DATE July 11, 1980	RECOMMENDED DATE	APP DATE
OTHER: 1-17-79 2-08-79	SIGNATURE	SIGNATURE	SIGNATURE
	STATE HIGHWAY ENGINEER Operation Programming Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 19

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

ECT LOCATION (45 typewriter spaces) Rds. Approx. 5.5 mi. N. of Corvallis	ADT	60 DHV 300	FUTURE N/A	YEAR --	REGION	STATE NAME Oregon	STATE CODE 41	APPN. CODE 680

ITEM NO. 90084

RK (35 spaces) ave	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S) SOS-	NUMBER-AGR. NO. 0200 (1)	POST MI. MI.

FOR MISCELLANEOUS FUNDS ONLY

PROJECT NUMBER

I PROJECTS ONLY — DESIG.

Safer Off-System Roads

COUNTY NAME: Benton — CODE: 003

F.A. SYSTEM: Non

RTE NO.: N — FEDERAL AID: Non — STATE: Co. Rd. — U.S.: ---

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	PROJECT COST: FEDERAL FUNDS	PROJECT COST: ~~STATE FUNDS~~ Co. Funds	CHARACTER OF PROPOSED WORK
53	ITEM AS NOW PRO-GRAMED	90084	SOS-0200(1)	"Sulphur Springs Road and Soap Creek Road Sections"	3.67	25,000	21,500	3,500	Preliminary engineering all phases including archeological salvage.
				PROJECT TOTAL	3.67	25,000	21,500	3,500	
	RE-QUESTED REVISION	90084	SOS-0200(1)	"Sulphur Springs Road and Soap Creek Road Sections"	3.67	25,000	21,500	3,500	P.E. all phases incl. Archeological salvage Grade, Drain, H.T. Pave. Adjust Utilities as required.
					3.67	225,600	198,500	27,100	
				PROJECT TOTAL	3.67	250,600	220,000	30,600	

en submitted Yes ☐ — CODE 11

PROJECT WITHDRAWN YES ☐ — CODE 2

o or more projects. Prepare a form PR-1 for all
n such action.

REASON FOR CHANGE:

To add the construction phase.

-over-

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE July 11, 1980	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
STATE HIGHWAY ENGINEER Operation Programming Engineer	TITLE	TITLE

e class of project to another, or covers joint financing, show both classes of funds involved.

ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48903-P61

Sulphur Springs Road and Soap Creek Road Sections
Project No. SOS-0200(1)

Remarks Continued: Revise project data to include construction as follows:

Grade, drain and high type pave to provide for two 10-foot A.C. travel lanes with 3-foot shoulder on Soap Creek Road and two 10-foot A.C. travel lanes with 2-foot shoulders on Sulphur Springs Road and incidental work common to this type of project. Adjustment of utilities as required.

Exceptions to Minimum Design Standards: Soap 26'
Sulphur 24'

Verbal approval given for 24-foot and 26-foot roadways based on law traffic volume and minor amount of truck traffic.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 26, 1980

Salem, Oregon

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

TO: Frank E. Terpin
LOCATION ENGINEER

SUBJECT: Sulphur Springs & Soap Creek Roads
Safer Off-System Project
Benton County

To Final Design 6-26-80

Attached is one set of mylar plans, and the specifications for subject project.

A copy of the plans was submitted earlier for review and returned to County for correction.

The surface design has been changed and complies with recommendations received from Clarence Gregg.

This project has received an inordinate amount of political attention and still holds a high interest for State Representative Mae Yih and U.S. Representative Les AuCoin. Region office requests every effort be made to expedite the project.

POS/ep
W/Attch.

RECEIVED
JUN 26 1980
LOCATION
SECTION

INDEX OF SHEETS

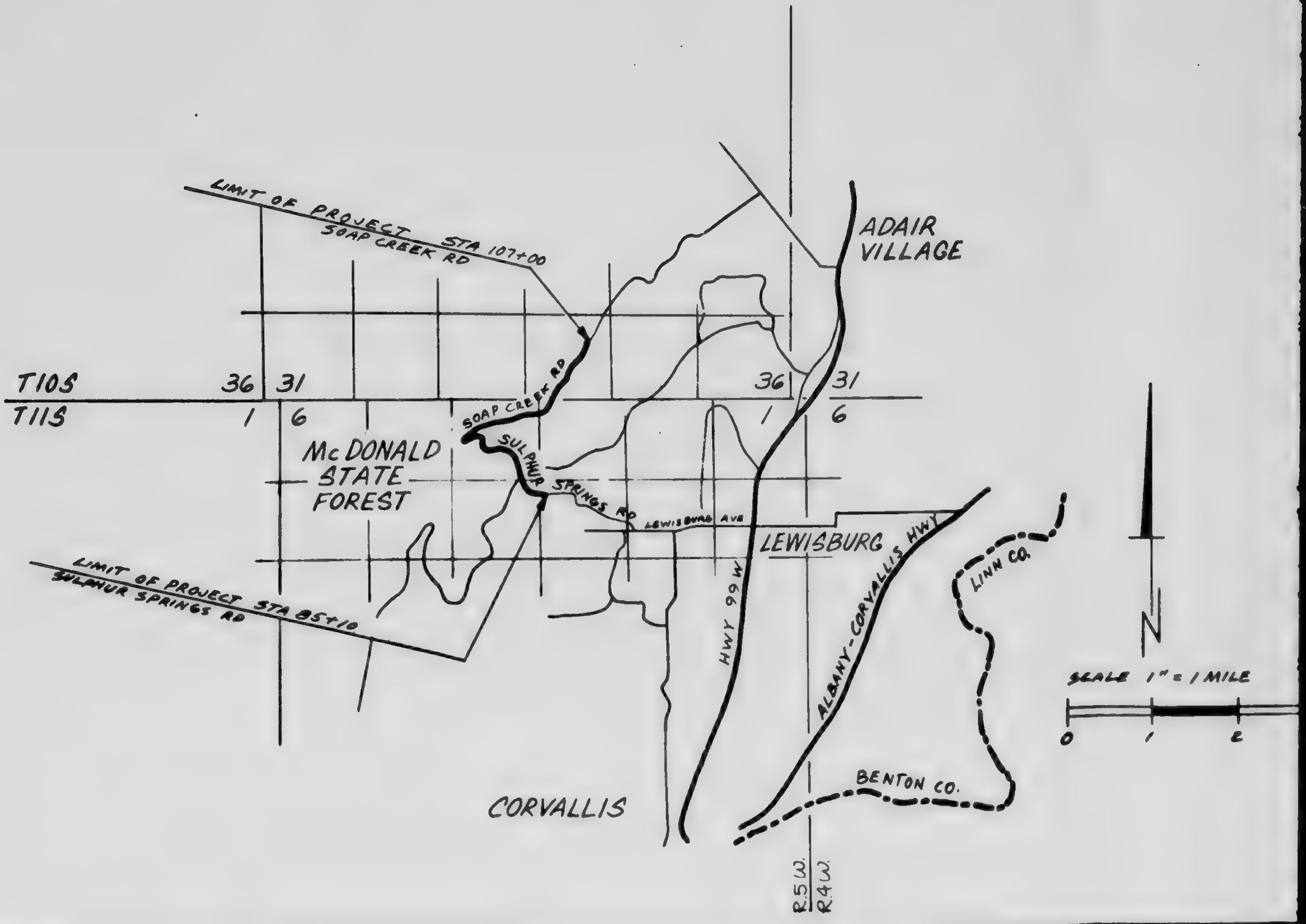
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS & NOTES
3	PROJECT LIMITS AND SUMMARY
4	SULPHUR SPRINGS RD STA 39+00 TO 42+00 INTERSECTION OF SOAP CR RD AND SULPHUR SPRGS RD
5	SOAP CREEK RD STA 31+00 TO 49+00
6	SOAP CREEK RD STA ~~49+00~~ TO 61+00

STATE OF ORE
DEPARTMENT OF TRAN
STATE HIGHWAY

PLANS FOR PROPOSED P

SULPHUR SPRINGS ROAD R
and
SOAP CREEK ROAD RD. N
IMPROVEMENT PROJ

BENTON COUNTY



LIMIT OF PROJECT STA 107+00 SOAP CREEK RD
ADAIR VILLAGE
T10S
T11S
36
31
1
6
36
31
1
6
SOAP CREEK RD
SULPHUR SPRINGS RD
LEWISBURG AVE
McDONALD STATE FOREST
LEWISBURG
ALBANY-CORVALLIS HWY
LINN CO.
LIMIT OF PROJECT STA 85+10 SULPHUR SPRINGS RD
HWY 99 W
SCALE 1" = 1 MILE
0
1
2
BENTON CO.
CORVALLIS
R.5W.
R.4W.

44-131 39554

FORM NO 734-1708

SULPHUR SPRINGS RD & SOAP CREEK RD SECTION COUNTY RDS. - BENTON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

OVERALL LENGTH OF PROJECT: 3.67 MILES

TE OF OREGON

T OF TRANSPORTATION

IGHWAY DIVISION

FOR PROPOSED PROJECT

GS ROAD RD. NO. 15360
and
ROAD RD. NO. 05450
EMENT PROJECT

ENTON COUNTY

PRELIMINARY COPY
JUL 7 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

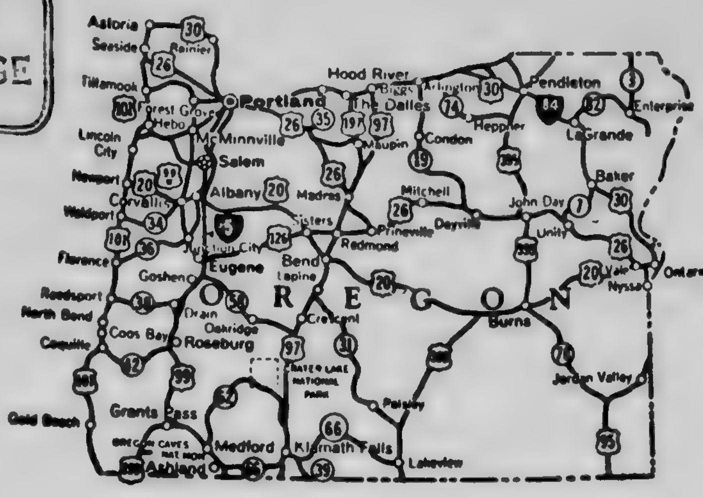
APPROVED .... 19 ......

BOARD OF COMMISSIONERS OF .... COUNTY

BY .... COMMISSIONER

.... COMMISSIONER

.... COMMISSIONER



Astoria
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Rainier
Tillamook
Forest Grove
Portland
Hood River
The Dalles
Arlington
Pendleton
Enterprise
Heppner
LaGrande
Condon
Maupin
Hebo
McMinnville
Salem
Lincoln City
Newport
Corvallis
Albany
Madras
Mitchell
Baker
John Day
Unity
Waldport
Sisters
Prineville
Dayville
Redmond
Florence
Junction City
Eugene
Bend
Lapine
Goshen
Vale
Nyssa
Ontario
Reedsport
North Bend
Coos Bay
Drain
Oakridge
Crescent
Burns
Coquille
Roseburg
Crater Lake National Park
Jordan Valley
Gold Beach
Grants Pass
Paisley
Oregon Caves Nat. Mon.
Medford
Klamath Falls
Ashland
Lakeview
OREGON
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PRELIMINARY COPY
SUBJECT TO CHANGE

PLANS PREPARED FOR
BENTON COUNTY

BY: BENTON COUNTY

REGISTERED PROFESSIONAL ENGINEER 9666 OREGON JULY 14 1978 ROGER M IRVIN

PLANS AND SPECIFICATIONS
APPROVED BY:

	TITLE	DATE
James E. Blair	Public Wks Dir.	6/18/80
Larry Callahan	Co. Commsr.	6-19-80
Dale W. Schrock	Co. Commsr.	6-24-80

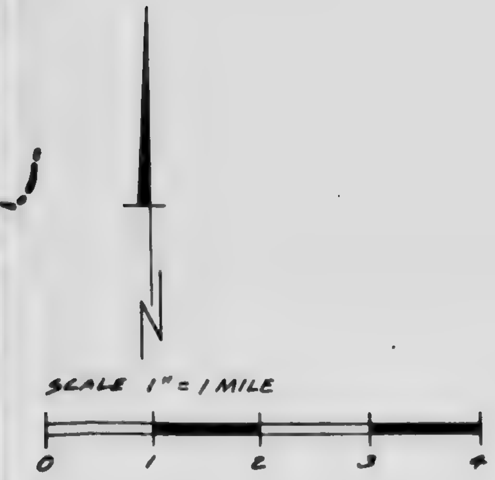
OREGON DEPARTMENT OF TRANSPORTATION
CONCURRENCE

TECHNICAL SERVICES ENGINEER ____________ DATE ______

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER ____________ DATE ______



N
SCALE 1" = 1 MILE
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OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J. Brix	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

CONSTRUCTION NOTES:

1. CONSTRUCTION WORK AREA LIMITS SHALL BE THE BOUNDARY OF THE PROJECT ROAD RESPECTIVE RIGHT OF WAY.
    - A. NO CLEARING, GRUBBING OR EARTHWORK SHALL BE DONE OUTSIDE THOSE LIMITS EXCEPT AT THE APPROVAL OF THE ENGINEER.
    - B. STEEPEN SIDE SLOPES AS REQUIRED TO REMAIN WITHIN R/W.
    - C. LIMITS OF WORK FOR CTB SHALL BE THE EXISTING ROADBED.
2. DO NOT DISTURB TREES, OR REMOVE AND TRIM TREES EXCEPT AS DIRECTED BY ENGINEER OR STAKED IN THE FIELD.
3. UTILITIES CONTACT LIST:

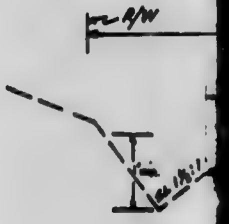
    PACIFIC POWER AND LIGHT COMPANY
    PACIFIC NORTHWEST BELL TELEPHONE COMPANY
    CONSUMER'S POWER INC.

4. EXISTING AGGREGATE WITHIN RECONSTRUCTION LIMITS OF PROJECT SHALL BE SALVAGED, STOCK PILED AND REPLACED IN NEW SECTIONS: AS DIRECTED BY THE ENGINEER; SEE SPECIAL PROVISIONS SECTION 203.
5. CONSTRUCT ROAD APPROACHES AS INDICATED ON PLANS, DIRECTED BY ENGINEER OR STAKED IN THE FIELD. ROAD APPROACHES SHALL BE 0-11 ASPHALT MACADAM.
6. ALL EMBANKMENT. BASE & SUBBASE ROCK MUST BE COMPLETED BEFORE STARTING TREATMENT.

THE FOLLOWING WORK IS TO BE DONE BY COUNTY FORCES

7. INSTALL: PERMANENT TRAFFIC CONTROL SIGNING AND STRIPING AS DIRECTED BY ENGINEER.
8. PROVIDE AGGREGATE, RIP/RAP (USE CLASS 100) OR SOIL RETAINING VEGETATION MATERIAL FOR SLOPE PROTECTION AS NEEDED OR DIRECTED BY ENGINEER.
9. ALL UTILITIES IN R/W TO BE RELOCATED BY OTHERS.
10. RESHAPING OF EXISTING ROAD BED AGGREGATE TO BE DONE BY COUNTY.

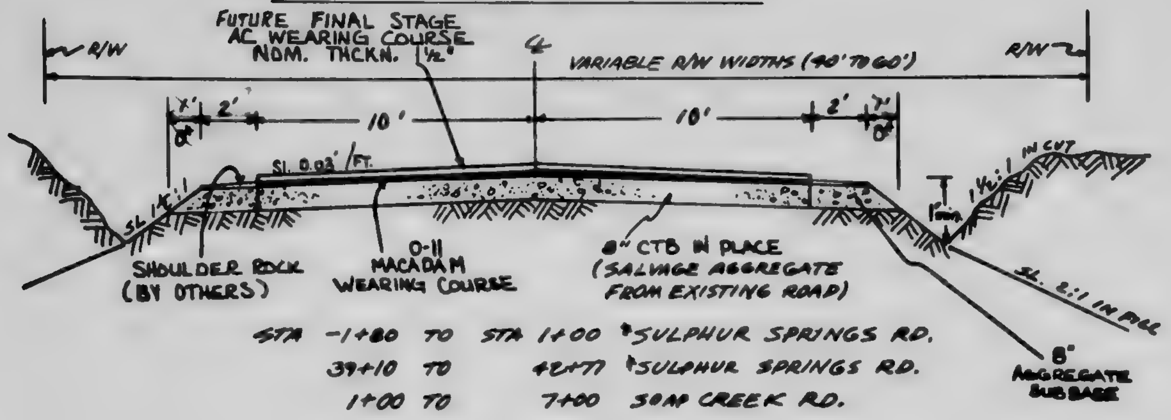
R/W
SHOULDE
(BY OTHE



SULPHUR SPRINGS RD. & SOAP CREEK RD. SECTION COUNTY RDS. - BENTON COUNTY				SHEET NO. 2
FED. RD. DIV. NO.	STATE	PROJECT NO.	FISCAL YR.	TOTAL SHEETS
10	OREGON			SEE INDEX

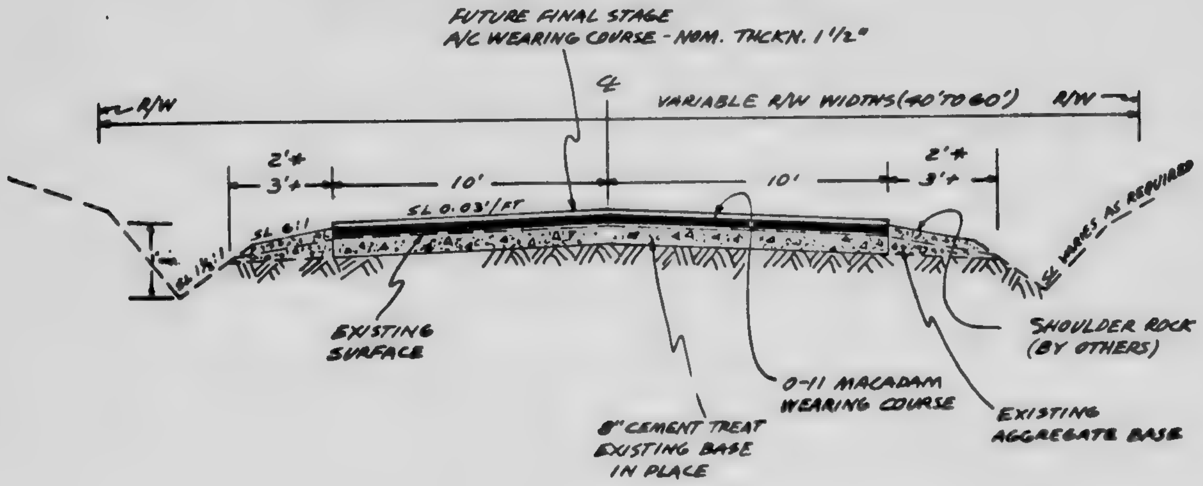
NEW CONSTRUCTION

TYPICAL SECTION


FUTURE FINAL STAGE
AC WEARING COURSE
NOM. THCKN. 1½"
R/W
℄
VARIABLE R/W WIDTHS (40' TO 60')
R/W
X'
0'
2'
10'
10'
2'
X'
0'
SL. 0.03'/FT.
SL 1½:1
1½:1 IN CUT
1'min.
SHOULDER ROCK
(BY OTHERS)
0-11
MACADAM
WEARING COURSE
8" CTB IN PLACE
(SALVAGE AGGREGATE
FROM EXISTING ROAD)
SL. 2:1 IN FILL
8"
AGGREGATE
SUBBASE

STA	-1+80	TO	STA	1+00	#SULPHUR SPRINGS RD.
	39+10	TO		42+77	#SULPHUR SPRINGS RD.
	1+00	TO		7+00	SOAP CREEK RD.
	31+00	TO		61+00	SOAP CREEK RD.

TYPICAL SECTION


FUTURE FINAL STAGE
A/C WEARING COURSE - NOM. THCKN. 1½"
℄
R/W
VARIABLE R/W WIDTHS (40' TO 60')
R/W
2'±
3'±
10'
10'
2'±
3'±
SL 0.03'/FT
SL 6:1
SL 1½:1
1'min.
SL VARIES AS REQUIRED
EXISTING
SURFACE
8" CEMENT TREAT
EXISTING BASE
IN PLACE
0-11 MACADAM
WEARING COURSE
EXISTING
AGGREGATE BASE
SHOULDER ROCK
(BY OTHERS)

STA	1+00	TO	STA	39+10	#SULPHUR SPRINGS RD.
	42+77	TO		85+10	#SULPHUR SPRINGS RD.
	7+00	TO		31+00	SOAP CREEK RD.
	61+00	TO		107+00	SOAP CREEK RD.

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project SOS-0200(1)
Soap Creek Rd. and Sulphur Springs Rd.
Benton County

Date: April 21, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Mr. Swan's April 16, 1980 letter on the subject project has been reviewed. The original project proposed constructing a 32' roadway, two 11' travel lanes with two 5' shoulders. The county now proposes to reduce the width to 24' consisting of two 10' travel lanes with two 2' shoulders.

With an A.D.T. of 400 and a speed of 40 MPH we concur with reducing the originally proposed width but not to 24'. Minimum AASHO standards for these conditions are 28' of roadway. The cross-section could be reduced two additional feet to 26' if there are very few trucks in the traffic volume.

We therefore recommend, and would concur with, the construction of a 28' roadway consisting of two 10' travel lanes and two 4' shoulders. If there are very few trucks traveling this road, we would agree to reduce the width by two additional feet to 26'.

G. L. Green

/ R

9170

April 16, 1980

PRO 6

TO: G. L. Green, Division Administrator
Federal Highway Administration

ATTN: Wm. Kappus
Area Engineer

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Soap Creek Road and Suphur Springs Road
Benton County
OFF SYSTEM Project
SOS-0200(1)
RRR and Safety Project

The county proposed this project to improve the existing roadway along with eliminating some hazardous locations, and that the project be considered to be both a "3R" and "Safety".

In the PR-9 request we sent to you, ~~you~~ we stated that the travel lanes would be 11-feet wide and the shoulders would be 5-feet wide. The county has now changed their minds and are requesting that we reduce these widths to travel lanes of 10-feet wide and the shoulders 2-feet wide. The county feels that this is necessary because of the effect of the additional R/W and the increase in costs.

With the A.D.T. at 300, and the speed at 40 miles per hour in somewhat hilly terrain, we feel the county's request is in the public interest and request your concurrence.

HR:pf

cc: Phil Stearns

Benton County Public Works Department

360 S.W. AVENUE AVENUE

PHONE 757-6821 CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

March 10, 1980

Phil Stearns
Region 2 Federal Aid Engineer
2960 East State Street
Salem, OR 97310

SUBJECT: Sulphur Springs Road and Soap Creek Road.

Transmitted herewith are construction plans and specifications for the above project. Construction funding is requested under the Safer Off Systems Roads program.

The purpose of the project is to improve the safety of the above roads by reconstruction of critical horizontal and vertical areas and by providing a hard surface over the existing surface. Several design alternatives were considered in developing this approach in order to accomplish the objectives of the project within the current purchasing ability of the approved funding limits.

The basic components of the project are:

1) Removal of signs, extensions of culverts, construction signing, shaping of the existing roadway and ditch work will be accomplished by County Forces as required. (Federal participation not necessary)

2) Approximately 3600 lineal feet of roadway will be realigned or reconstructed to improve horizontal and vertical deficiencies. This work will be done under contract schedule A.

3) Structural improvement and wearing surface over roadway prepared by County Forces and schedule A will be provided under contract schedule B by either:

   a) cement treatment of existing aggregate section with an open graded asphalt of emulsion mix wearing course or

   b) addition of Aggregate Base with an oil mat wearing course.

4) Permanent signing, stripping, shoulder rock and other incidental work will be accomplished by County Forces. (Federal participation not necessary)

This project will provide an excellent opportunity to utilize energy and resource efficient techniques on a low volume local road. If you have any questions, please call. We look forward to approval of this project for funding and construction during the current construction season.

James E. Blair

James E. Blair, P.E.
Director of Public Works

RMI/ckh

Attachments

WORK TO BE DONE

The work to be done under this contract consists of the following work in Sulphur Springs Road and Soap Creek Road approximately four miles north of Corvallis in Benton County:

SCHEDULE A

Horizontal and vertical realignment of approximately 3600 lineal feet of gravel road.

SCHEDULE B

Improvement of approximately 19,200 lineal feet of gravel road by either cement treatment with an asphalt emulsion open graded wearing surface or additional aggregate with an asphalt penetration macadam wearing surface.

APPLICABLE STANDARD SPECIFICATIONS

The Standard Specifications which are applicable to the work on this project are the 1974 edition of the "Standard Specifications for Highway Construction."

All number reference in these special provisions shall be understood to refer to the Section or subsection of the Standard Specifications bearing like numbers.

SECTION 102 - BIDDING REQUIREMENTS AND CONDITIONS

102.01 Prequalification of Bidders - Delete this subsection of the Standard Specifications and substitute the following:

102.01 Prequalification of Bidders - Chapter 771, 1975 Oregon Laws, repealed ORS 279.010 to 279.028, inclusive. ORS 279.039 provides that a public contracting agency may adopt a rule requiring mandatory prequalification on forms prescribed by the Public Contract Review Board. Pursuant to rules adopted by the Transportation Commission, bids for this project will be received only from bidders who are currently prequalified with the Commission under the provisions of ORS 279.039 and rules and regulations adopted pursuant thereto on forms furnished by the Transportation Commission.

New prequalification applications must be submitted to the Manager of Commission Services at least ten (10) days prior to the bid opening date.

102.02 Contents of Proposal Form - Delete the first sentence of this subsection of the Standard Specifications and substitute the following:

"The proposal form for bidding purposes will be furnished to prospective bidders as hereinafter set forth under subsection 102.03."

Mr. & Mrs. Leo Lujan
Route 1, Box 301A
Corvallis, Oregon 97330

January 21, 1980

James Blair
Benton County Public Works Director
360 S.W. Avery Avenue
Corvallis, Oregon 97330

Dear Jim:

Safer Off Road System Program (SOS)

Enclosed is a copy of a letter we received this month---- from Mae Yih to Secretary of Transportation, Neil Goldschmidt.

In past telephone conversations we have had with Oregon State Director of Transportation, Fred Klaboe, and people from the Federal Department of Transportation---it was pointed out how important it is that the county engineer strive for funds--- in order for our project to be completed.

We would appreciate it, if you would please follow up on the funds for the Sulphur Springs--Soap Creek Roads project and keep us informed.

The citizens of the above mentioned area want to express their appreciation to you and your staff in the Benton County Public Works Department for the good service you have been providing this year on maintaining Sulphur Springs and Soap Creek Roads.

Please keep up the good work!

Sincerely,
Leo Lujan
and
Mary Ann Lujan
Leo and Mary Ann Lujan
North Benton County CAC

enclosure

cc: Mae Yih, State Representative
Fred Klaboe, Director of Transportation
Benton County Commissioners
Dale Schrock
Barbara Ross
Larry Callahan

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JAN 2[illegible] '80
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ORS
ENN HANNON, Co-CHAIRMAN
ASON D. BOE, PRESIDENT OF THE SENATE
ICHARD BULLOCK
ICK GROENER
KEN JERNSTEDT
IKE RAGSDALE, ALTERNATE

PATRICIA K. MIDDELBURG
EXECUTIVE OFFICER

STATE OF OREGON
LEGISLATIVE COMMITTEE ON TRADE
AND ECONOMIC DEVELOPMENT
ROOM H197, STATE CAPITOL BUILDING
SALEM, OREGON 97310
(503) 378-8811

S
REPRESENTATIVES
MAE YIH, Co-CHAIRMAN
BOB BROGOITTI
BILL MARKHAM
HARDY MYERS, SPEAKER OF THE HOUSE OF REPRESENTATIVES
MAX RIJKEN
JOSEPHINE H. SIMPSON
GLEN WHALLON, ALTERNATE

DENNIS MULVIHILL
PHILLIP FELL
SENIOR LEGISLATIVE ASSISTANTS

CAROLE VAN ECK
TIA GRIDLEY
COMMITTEE ASSISTANTS

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November 2, 1979

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The Honorable Birch Bayh
Chairman, Appropriations Subcommittee on Transporation
Room 363, Russell Senate Office Building
Washington, D.C. 20510

Dear Senator Bayh:

In pursuant to my telephone conversation with Tim Leeth yesterday, I am writing to confirm my support of HR 4440 funding for the Safety Off-Road Program. It was increased to $75 million on the House side in Congressman Duncan's committee. Now, I understand the Senate has reduced it to $40 million.

This program will pay for rural road improvement; specifically in North Benton county, Oregon, it will be most beneficial. That portion is in my district and I have worked very hard with people in that area to obtain help from Bob Duncan and other Oregon congressional delegates. I understand the Bill will now go to Conference Committee. I hope you will restore it to $75 million.

The roads in question are near a landfill. They are dusty, "washboard" rough and traffic is heavy. We are depending on the SOS program funding to pave it. The county has set aside seed money for matching fund. People have worked on this improvement project for 10-20 years. Now, I hope you will help to approve the House level of funding of $75 million.

I don't know if you remember me or not. You had lunch with my husband, Stephen, head of Wah Chang Corporation at that time, and me when you planned to run for U.S. President several years ago. You were also speaker to Chamber of Commerce when Steve received his First Citizen Award.

Please cut waste in government spending but not good programs.

Yours sincerely,

Mae Yih

Mae Yih

cc: Sec. of Transportation Neil Goldschmidt
Sen. Mark Hatfield
Sen. Bob Packwood
Rep. Les AuCoin
Rep. Bob Duncan
Rep. Al Ullman
Rep. Jim Weaver
Dir. of Transportation, OR, Fred Klaboe
Mary Anne Lujan

GENERAL FILES

MAE YIH
LINN AND BENTON COUNTIES
DISTRICT 36

REPLY TO ADDRESS INDICATED
☐ HOUSE OF REPRESENTATIVES
SALEM, OREGON 97310
☑ ROUTE 2, BOX 274-L
ALBANY, OREGON 97321
☐ DISTRICT OFFICE:
111 S. LYON
ALBANY, OREGON 97321
926-9900

Copy

COMMITTEES
CHAIRMAN:
EDUCATION
MEMBER:
HUMAN RESOURCES

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

October 11, 1979

Representative Bob Duncan
3rd District
2447 Rayburn House Office Building
Washington, D.C. 20515

Dear Bob:

I wish to express my sincere appreciation again for your amendment to increase $35 million to the Safety Off-road program, bringing this [redacted] of $75 million. The Department of Transportation of Oregon indicated that if the $75 million is appropriated by Congress and if Oregon were apportioned their normal share of $1½ million, we will be able to fund the Soap Creek-Sulphur Springs project in northern Benton County (which is part of my district). There is some indication that the Feds may handle this program on a "first come, first serve" basis rather than an allocation to each state. In this event, our normal apportionment may not be available. Any assistance you can give us will be very much appreciated.

Looking forward to hearing from you.

Your friend and staunch supporter,

Mae

Mae Yih

cc: Mrs. M.A. Lujan, Rt. 1, Box 301A, Corvallis, OR
cc: Fred Klaboe, Director, Dept. of Transp. of OR., Salem

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☐ File

10/20

Mrs. M.A. Lujan
Route 1 Box 301A
Corvallis, Oregon 97330

October 8, 1979

Honorable F.B. Klaboe
Oregon Director of Transportation
Rm 135 Transportation Building
Salem, Oregon 97310

Dear Mr. Klaboe:

SAFER OFF SYSTEM ROAD PROGRAM (SOS)

Thank you for your letter advising me the proposed $75 million Transportation Appropriation Bill (HR 4440) has yet to be passed by the Senate and signed by the President.

As per our tel [redacted] conversation of Thursday October 4, 1979, I was pleased to learn from you: (1) the Sulphur Springs-Soap Creek Roads project is in eighth place priority wise--if the SOS funds are distributed on an apportioned scheduled basis as they have been in the past--then the Sulphur Springs-Soap Creek project has a good chance of being funded in 1980. (2) that you have [illegible] the Sulphur Springs-Soap Creek Roads and are aware of the condition of these roads.

I appreciate very much your interest and thank you for the assistance you have given the citizens of Sulphur Springs-Soap Creek area on this project.

[illegible] whenever the Oregon [illegible] for [illegible],--please let me know.

Sincerely,

[illegible] Lujan
[illegible]

cc: [illegible]

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October 4, 1979

The Honorable Mae Yih
State Representative
Route 2, Box 274-L
Albany, OR 97321

Dear Representative Yih:

We have reviewed the status of the off system road program and, in particular, what may be the expectation of funding the Soap Creek-Sulfer Springs Road Project in Benton County. Currently there are no FY 1980 funds for projects.

The original proposal in the National Congress was for a $40 million appropriation. This original proposal has now been amended to add an additional $35 million to the program for a total of $75 million. To date this appropriation has not passed - but is still being considered. If the $75 million is appropriated and if Oregon were apportioned its normal share, then we anticipate being able to fund the Soap Creek-Sulfer Springs Project.

There is some indication that the feds may handle this program on a grab bag, first come-first served, basis rather than an allocation to each state, in which case we have no way of knowing or anticipating how much money would be available for Oregon projects. We are attempting to use our influence to have the funds allocated to each state.

We will be pleased to keep you advised.

Sincerely,

L. W. Rulien, Executive Assistant
to the State Highway Engineer

LWR:jh

bc: F. B. Klaboe
D. H. Moehring

October 1, 1979

P30 6

Mrs. M. A. Lujan
Route 1, Box 301A
Corvallis, Oregon 97330

Dear Mrs. Lujan:

Safer Off-System Road (SOS) Program

Thank you for your letter encouraging us to apply for federal funding for the Sulphur Springs and Soap Creek Road projects in Benton County.

The Transportation Appropriation Bill (H.R. 4440) has not yet been passed by the Senate or signed by the President. The proposed Bill still contains the $75 million proposal for the SOS program.

Oregon's apportionment is determined by the Federal Highway Administration (FHWA) in Washington, D.C. If the amount for our 1980 SOS program approximates our previous percentage of the national apportionment, then there is a fair chance that the Sulphur Springs and Soap Creek projects can be funded.

We have already submitted a funding request for the Benton County project to the local FHWA, even though no funds were then available. The local FHWA office is prepared to process that request immediately after the Appropriation Bill's enactment.

I share your concern that we will be able to construct this worthy project.

Sincerely,

F. B. Klaboe
Director

cc: Congressman Les AuCoin
Congressman Robert B. Duncan
Representative Mae Yih

bcc: H. S. Coulter
D. H. Moehring
C. O. Fredrickson

DES:pf jv

Mrs. M.A. Lujan
Route 1 Box 301A
Corvallis, Oregon 97330

September 24, 1979

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Honorable F.B. Klaboe
Oregon Director of Transportation
Rm 135 Transportation Building
Salem, Oregon 97310

Subject: Safer Off System Road Program (SOS)

Dear Mr. Klaboe:

On September 18, 1979, I received a telephone call from Congressman Les AuCoins' Washington, D.C., office advising me that the house passed the transportation appropriations bill H.R. 4440 totaling $75 million dollars for fiscal year 1980.

Please apply for the 1 % of these funds, which the state of Oregon is eligible to receive.

Director of Public Works for Benton County, James Blair, has budgeted and set aside the $250,000.00 matching funds for the completion of the Sulphur Springs--Soap Creek Roads project. I'm deeply concerned that, if this project does not receive some federal funding soon, it's very possible the county matching funds will be spent for some other project.

In August, I toured Sulphur Springs--Soap Creek Roads with Benton County Commissioners and James Blair, Director of Public Works. We and the majority of Sulphur Springs--Soap Creek Roads citizens are concerned about the safety of these roads.

Anything you can do to insure funding for this project, will be forever appreciated by the citizens of this area.

Sincerely,

Mary Ann Lujan
[illegible]
[illegible]

cc: [illegible]
[illegible], District 36 Representative
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

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Benton County Public Works Department
360 S.W. AVERY AVENUE
PHONE 757-6821
CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

September 19, 1979

Phillip O. Stearns
Region Federal Aid Engineer
Region 2
2960 E. State Street
Salem, OR 97310

SUBJECT: SOS Program

I was pleased to learn from Mrs. Lujan today that the $40 million appropriation increase in the SOS program had passed the house. With the more optimistic funding level, I would like to have the following information:

1) How many projects and, very roughly, how many thousands of dollars in projects are committed prior to the priority of the Soap Creek-Sulphur Springs project?

2) Recognizing the effects of inflation and assuming that the SOS appropriations for the State of Oregon will remain somewhat constant, how long will it be before the Soap Creek-Sulphur Springs project would be in a position of receiving funds for actual construction?

Phil, I want to thank you very much for all of the assistance that you have given to Benton County and its citizens on this project.

James E. Blair

James E. Blair, P.E.
Director of Public Works

vwr

c.c County Commissioners
State Highway Division, Project Management Section
Mary Anne Lujan

M

August 13, 1979

Mrs. M. A. Lujan
Route 1, Box 301A
Corvallis, Oregon 97330

Dear Mrs. Lujan:

Safer Off-System Road (SOS) Program

Thank you for your letter expressing your concerns about the Sulphur Springs Road and Soap Creek Road projects in north Benton County.

Our latest information indicates that $75 million is being considered as the 1980 appropriation to the SOS fund. Unfortunately, the House did not get a chance to consider this bill before adjourning. It is not slated to go to the floor of the House until after September 5. It has not yet been introduced in the Senate.

We certainly hope sufficient SOS funds are appropriated so that Benton County's project on Sulphur Springs and Soap Creek Road may be funded.

Sincerely,

F. B. Klaboe
Director

cc: Representative Mae Yih

bc: H. S. Coulter
D. H. Moehring
C. O. Fredrickson w/letter

RHP:pf jv

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FOR

Mrs. M.A. Lujan
Rt.#1 Box 301A
Corvallis, Oregon 97330

August 3, 1979

Honorable F.B. Klaboe
Oregon Director of Transportation
Rm 135 Transportation Building
Salem, Oregon 97310

Subject: "Safer-Off-Systems Road Program" (S.O.S.) for 1979-1980

Dear Mr. Klaboe:

We of the North Benton County Citizen Advisory Committee have been writing letters to Mae Yih--District 36 State Representative, Congressman Les AuCoin (please refer to cc of June 13,1979 letter sent to you), and Congressman Robert Duncan--Chairman of the Transportation Appropriations Subcommittee---to lobby for funding of the 1979-1980 "Safer Off Systems Road Program."

Mae Yih informed us of a meeting she had with you advising her to write to Congressman Duncan regarding Federal Funding of the S. O. S. Program. Since that time, Mae Yih has relayed to us any information she has received from Congressman Robert Duncans office.

We have had a visit from [illegible] -- [illegible] Washington D.C. office.

Through these sources we have learned that Congressman Robert Duncan was able to have appropriated thirty-five million dollars for the 1979-1980 "Safer Off System Road Program". Friday, July 27th, I received a telephone call from Les AuCoins Washington, D.C., office regarding an amendment for another forty million dollars to be appropriated---making a total of seventy-five million dollars for the 1979-1980 "SOS Road Program".

I understood the amendment for the forty-million dollar amount was to be voted for on July 30th and was expected to receive no opposition.

We have been keeping our local County Road Engineer, Jim Blair, informed of this information.

Whether or not the 1979-1980 Benton County Tax Levy passes--Public Works funds for road maintenance is very limited. Benton County Government has no funds for our proposed road paving project and hasn't for the past twenty some years. This is the length of time citizens of this valley have been promised a paved road. The last two years the county has had less funds for maintaining the road; therefore the road is becoming progressively worse, more hazardous to drive, and causing more damage to our vehichles.

In view of the fact that former Portland Mayor Neil Goldschmidt, has now accepted the position of Director of Transportation and funding of the 1979-1980 "Safer Off System Road Program" is looking more promising---we of the North Benton Citizen Advisory Committee urge you to support the needed funding for the "Sulphur Springs/Soap Creek Road Paving Project."

Sincerely,

Mary Ann Lujan

Mary Ann Lujan
Member of North Benton County Citizen Advisory Committee

ml
cc:
Mae Yih, District 36 Representative
Phillip O. Stearns, Region Federal Aid Engineer
Jim Blair, Benton County Road Engineer

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MAE YIH
LINN AND BENTON COUNTIES
DISTRICT 36

REPLY TO ADDRESS INDICATED
☐ HOUSE OF REPRESENTATIVES
SALEM, OREGON 97310
☐ ROUTE 2, BOX 274-L
ALBANY, OREGON 97321
☐ DISTRICT OFFICE:
111 S LYON
ALBANY, OREGON 97321
926-9900

STATE OF OREGON 1859

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

COMMITTEES
CHAIRMAN:
EDUCATION
MEMBER:
HUMAN RESOURCES

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STATE HWY ENGR
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June 25, 1979

Hon. Robert B. Duncan
Member of Congress
440 Cannon House Office Building
Washington, D.C. 20515

Dear Bob:

I am writing to urge you to appropriate funding for the Safer Off-System Roads Program for 1979 and 1980.

The North Benton County Citizen Advisory Group have been working with their local county road engineer, Benton County Commissioners, and the Oregon State Department of Transportation for the past two years to get their county road -- Sulphur Springs/Soap Creek Road -- paved. They have received funds for preliminary engineering studies but no money for paving as yet.

Your favorable consideration in restoring federal funds for the SOS program will be very much appreciated.

My warmest regards to you and Mary Jane. Looking forward to seeing you during the August recess.

Sincerely,

Mae Yih
State Representative

MY/ln

cc: Hon. Les AuCoin, Member of Congress
Hon. Barbara Ross, Chmn., Benton County Bd. of Commissioners
Fred Klaboe, Director, Transportation Dept.
Jim Blair, Benton County Road Engineer
Mary Ann Lujan, N. Benton Citizen Advisory Group

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Mr. & Mrs. Leo Lujan
Route 1, Box 301-A
Corvallis, Oregon 97330

GENERAL FI

June 13,1979

The Honorable Les AuCoin
Member of Congress
1716 Federal Building
1220 S.W. 3rd
Portland, Oregon, 97204

Subject: Assistance in obtaining federa
funds for a Safer Off Road Pro

Dear Congressman AuCoin:

We of the North Benton County Citizen Advisory Group have been working with our local county road engineer, Benton County Commissioners, and the Oregon State Department of Transportation for the past two years to get our county road----Sulphur Springs---Soap Creek Road---paved.

We petitioned the county for paving the approximately six and one half mile road, but were turned down due to lack of funds. The County has talked about paving this road for twenty years. It's becoming more costly to maintain this road in it's unpaved state---not to mention the hardships of constantly traveling such a road.

Members of our citizen advisory group asked the county government to apply for federal funds under a program known as "Safer Off Road Systems". (Please refer to exhibit A---correspondence between F. B Klaboe and Congressman Robert B. Duncan)

Our county road engineer applied for road paving project funds in May of 1978. To date, the project has received funds for only preliminary engineering work. (No funds are available for paving---please refer to exhibit B for a complete review of the project information.) As stated in Congressman Robert B. Duncans letter to F.B. Klaboe in exhibit A , no Safer Off Road System funds have been allocated for the year 1979.

In exhibit B, please refer to the county road map attached to the Federal Aid Project Request ---for location of Sulphur Springs--Soap Creek Roads. The blacked in road portion signifies present road paving project---the red portion of the road is unpaved and should be included in this paving project, if at all possible.

The March 7 and 26,1979 memos are the latest information we have regarding the Safer Off Road Program. (Exhibit B)

We need your help to influence Congressman Robert B. Duncan (exhibit A) to try and restore our federal funds for the Safer Off Road System Program.

Attached is a list of interested state and federal officials who can help in lobbying for the Safer Off Road Program. (Exhibit C)

Any help you can generate will be greatly appreciated!

Sincerely,

Leo and Mary Ann Lujan

Leo & Mary Ann Lujan
Members of North Benton Citizen
Advisory Group

ml
Attachments: Exhibits A,B,C
cc: Mae Yih, District 36 Representative, w/o att.
F.B. Klaboe, Oregon Director of Transportation, w/o att.
Jim Blair, Benton County Road Engr., w/o att.

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GENERAL FILES

May 21, 1979

Benton County Board of Commissioners
Courthouse
Corvallis, OR 97330

Attention: William Flynn
Director of Records

MISC. CONTRACTS and
AGREEMENTS No. 6222

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning construction of the Soap Creek Road Junction-Mile Point No. 1 Section of Sulphur Springs Road and the Sulphur Springs Road Junction-Writsman Creek Drive Section of Soap Creek Road in Benton County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Gerald Wimer (agreement attached)

STATE OF OREGO..

INTEROF :E MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 1, 1979

FROM: Gerald W. Wimer Gerald Wimer
Local Government Manager

SUBJECT: Sulphur Springs Road
Soap Creek Road
Benton County

Benton County is requesting the construction of a roadway with 2-11' AC travel lanes with 5' gravel shoulders. County will acquire the necessary additional R/W, install permanent signing, and be responsible for pavement markings. Construction engineering by state. P.E. will be done by county. See attached sketch for location.

Jurisdiction	Section	Total Funds	Federal Funds	Local Funds
Benton County	Soap Crk. Rd. Jct. to MP #1 Sec. on Sulphur Springs Road Sulphur Springs Rd. Jct. to Writsman Creek Dr. Section on Soap Creek Road	$245,000	$215,600	$29,400

The region and this office have investigated this proposed project, confirming its validity and financing under the SOS program. I recommend your approval and request you authorize this project under delegated authority.

Approved:

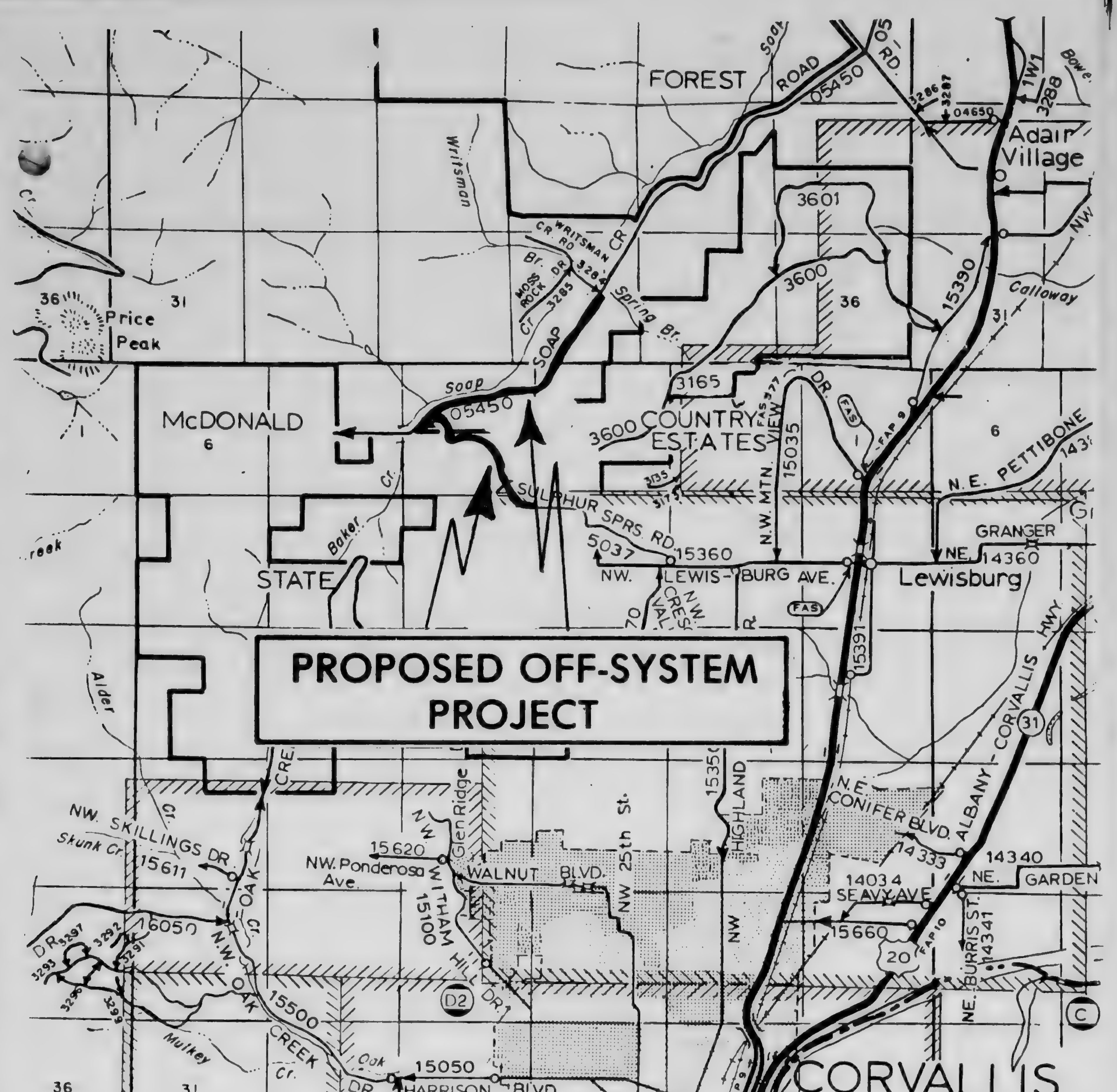
H S Coulter

Date 2-13-79

2-13-79
orig to [illegible]
[illegible]

HR:dmc
Att.

81-125-1387


PROPOSED OFF-SYSTEM PROJECT
FOREST
ROAD
05450
Adair Village
McDONALD
STATE
COUNTRY ESTATES
Lewisburg
N.E. PETTIBONE
GRANGER
NW. LEWIS-BURG AVE.
SULPHUR SPRS. RD
Price Peak
Soap Cr.
Writsman
Calloway
ALBANY-CORVALLIS HWY.
N.E. CONIFER BLVD.
NW. SKILLINGS DR.
Skunk Cr.
N.W. OAK CREEK DR
WALNUT BLVD.
NW 25th St.
NW HIGHLAND
WITHAM HILL DR.
HARRISON BLVD
SEAVY AVE
NE. GARDEN
NE. BURRIS ST.
CORVALLIS
HILLS
CONROY RD
GREEN RD
63rd
53rd
PHILOMATH
Mulkey Cr.
Oak Cr.
Alder
Baker Cr.
3600
3601
3165
15360
15390
15391
15035
15620
15611
15100
15500
15050
16050
25321
25270
25485
26630
24310
14340
14333
14034
15660
14360
20
31
34
D2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 11, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Project No. SOS-0200(1)
Sulphur Springs Rd. & Soap Cr. Rd. Section
Benton County

I request your approval of a minor program change on the subject project to extend the limits of the construction on Soap Creek Road from Sta. 48+00 to Sta 61+00 as indicated in the enclosed letter from Benton County.

Approval of this request will not require an increase in obligated federal funds as currently under project agreement since final expenditures on preliminary engineering are approximately $3,450 which is a $17,539 underrun in total cost which will leave approximately $15,400 in federal funds to be utilized on construction.

This change will require a revision in project length to read ---- 2.767 miles.

CL:bkc
Enc.

cc: H. R. Reynoldson

Form 734-3122

April 27, 1979

Mr. Leo Lujan
Route 1, Box 301A
Corvallis, Oregon 97330

SUBJECT: Lewisburg Ave.-Writsman Creek Rd. Section
Sulphur Springs Road and Soap Creek Road
Benton County 1979 SOS Project

Dear Mr. Lujan:

In your conversation with Larry Rulien and myself this date you requested copies of all of the material referred to in my April 24 memorandum to H. S. Coulter, together with some additional items as follows:

1) Benton County's May 24, 1978 application.
2) The Transportation Commission's October 24, 1978 Preliminary Engineering approval.
3) Under OTC delegated authority, State Highway Engineer H. S. Coulter February 13 construction commitment.
4) Separate Preliminary Engineering and Construction Agreement. The Construction Agreement still requires signing.
5) Copies of my March 7 and 26 memos.

Copies of the listed items are enclosed. If I can be of further assistance, please call me in Salem at 378-6563, or as previously indicated Phil Stearns, 2960 East State Street, Salem, Oregon 97310, Phone: 378-2626, is our best source of information about this project.

Very truly yours,

Gerald Wimer
Local Government Engineer

GWW:pf
Attachments
cc: Larry Rulien
C. O. Fredrickson
Jim Blair

NOTED
W. H. TEBEAU

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 24, 1979

Mrs. Lujan
Rt. 1 Box 301A
Corvallis, OR 97330

Dear Mrs. Lujan:

Subj: Lewisburg Ave.-Writsman Cr. Rd. Section
Sulphur Springs Rd. & Soap Creek Rd.
Benton County 1979 SOS Project

Larry Rulien, in his April 24 call to you promised to send you a copy of F. B. Klaboe's January 19 letter to Congressman Robert B. Duncan about the Safer Off-System (SOS) Roads Program. Please find a copy attached as well as Mr. Duncan's February 27 reply.

Also, for your information, please find a copy of my synopsis of the status of the subject project. Even without a Federal appropriation of funds for its construction, the project will proceed through preliminary design unless Benton County chooses to do otherwise. The design will take until August 1980 to complete according to our present estimate.

Should you need additional information, please contact Phil Stearns, our Region Federal Aid Engineer, at 2960 E. State St., Salem, OR, 97310, Phone: 378-2626.

Sincerely,

Gerald W. Wimer
Local Government Engineer

GWW:dmc
Attachments
cc: H. S. Coulter, w/att. ✓
Larry Rulien
C. O. Fredrickson, w/att.
Jim Blair, w/att.

RECEIVED
STATE HWY ENGR
REFER TO
FOR

STATE OF OREGON

INTEROFFICE MEMO

DATE: April 24, 1979

TO: H. S. Coulter
State Highway Engineer

FROM: Gerald Wimer Gerald Wimer
Local Government Engineer

SUBJECT: Lewis-Burg Ave.-Writsman Cr. Rd. Section
Sulphur Springs Rd. and Soap Creek Rd.
Benton County 1979 SOS Project

Benton County submitted an application May 30, 1978 for the subject project requesting $250,000 of first come, first served 1979 SOS Funds.

Based on the 1978 Surface Transportation Act authorization, the Transportation Commission October 24, 1978 approved preliminary engineering. Attached please find a copy of the write-up presented to the OTC. That preliminary engineering has been programmned and obligated with the FHWA, an Authority for Survey issued and an agreement with Benton County consummated. See the attached documentation.

Subsequently national first come, first served funds allowed you on February 13 to commit construction of this project. Your authorization is also attached. We are currently in the process of securing County signatures of the Construction Agreement.

Unfortunately the national first come, first served funds have been used. See my March 7 and March 26 memos. This means we may proceed with the survey currently scheduled for completion August, 1980, but may not proceed with construction until Congress appropriates additional general funding.

Possibly you recall that F. B. Klaboe wrote Congressman Robert B. Duncan January 19 about the need for an additional appropriation. This office drafted a follow-up to Duncan's February 27 reply. I do not believe that response was ever sent. Copies are attached.

GWW:pf
Attachments

cc: C. O. Fredrickson

H. Scott Coulter

Wants info on Fed Funding, for
Road paving project. –
Sulfer Spgs road —
Jim Blair – Road Engr. –
Terry Hummel
92 million –
Member of Fed committee to review
priorities.
What and where can funds be
applied ~~for~~. –
Wants to verify info Hummell
got for them. —
County has promised them paving
for years. –
Camp Adair – left. on Tampico Rd.
1/4 mi. – left again – on Tamp Cr.
Rd. 6 or 7 miles to Sulfur Spgs.
Rd – Sulfer Spgs – goes to Lewisburg Rd.
in Corvallis. — 6 or 7 mi. –

STATE OF OREGON

INTEROFFICE MEMO

TO: Region Federal Aid Engineers
Jon Rose
John Hagedorn
Phil Stearns
Roger Lang
Jack Ayres

DATE: March 26, 1979

FROM: Gerald Wimer
Local Government Manager

SUBJECT: Partially Funded
Groups 2 and 3
SOS Projects

My March 13 letter transmitted a tabulation of current Safer Off-System (SOS) Roads Program projects. It gave the status of obligating funds for each project with basically the following categories:

1) Fully obligated within AOC-LOC-ODOT agreement limitations.

2) Obligated for PE only.

3) Only partially obligated for construction.

4) No funds obligated at all.

The AOC-Technical Advisory Committee (TAC) last week agreed upon a method of utilizing Group 2 and 3 obligated funds not used or a use not determined by specified dates. Noel Klein, LOC Staff Associate, agreed with the method arrived at by the AOC-TAC. Details are contained in the attached "Project Advancement" identified as "Alternative Two."

Timing becomes very critical in this review period. Please contact immediately the agencies only partially obligated for construction and by May 7 arrive at a course of action and document it. The same needs to be done by the end of the year for the PE only and fully obligated projects that haven't gone to contract by that time.

You'll note the funds released will be used by agencies with partially funded projects. This doesn't take funds away from any agency if Congress subsequently appropriates added funds. It only takes them away if Congress doesn't appropriate added funds and if the agency doesn't timely find a method to proceed with the funds available.

GW:pf
Attachment
cc: H. S. Coulter
D. H. Moehring
Region Engineers
Frank Terpin
Don Harwell
G. W. Wimer ✓
Vern Cusack
E. S. Hunter
L. W. Rulien
Hal Versteeg
L. E. George
Bob Prange
Bill Penhollow
C. T. Keasey
Metro Engineer
Walt Hart
Steve Macnab
Mainor Holmes
Noel Klein

125-1387

SAFER OFF-SYSTEM (SOS) ROADS PROGRAM
GROUPS 2 and 3 COMBINED
PROJECT ADVANCEMENT
March 22, 1979

ALTERNATIVE TWO

1) Agencies with a presently fully-obligated project retains this full obligation unless:

   a) Agency voluntarily offers funds for redistribution or

   b) Does not bring their project to contract in calendar year 1979,

   in which case the funds may be utilized to complete the obligation of the next ready, partially or fully obligated construction project.

2) Agencies with projects partially funded for construction may proceed to contract as fast as possible in the following priorities:

   a) Projects previously bid but not awarded may be awarded immediately utilizing funds from over obligated finalized projects or any other funds that subsequently become available under this paragraph if possible to program.

   b) Until May 7, 1979 Agencies may elect to cut their projects back to available funds or fund the excess from sources other than the SOS Program.

   c) Any funds remaining from Item 1, 2a and 2b above and 3 below, shall be utilized to fully fund, within the basic AOC-LOC-ODOT agreement limitation, the remaining partially funded projects in the order that they are ready, and in case of simultaneous readiness, then based upon date indicated in the Highway Division's March 13 analysis and if a tie still remains, then based upon the date of the original approved application.

3) Agencies with projects obligated for PE only may proceed to complete the designs, if the Agency provides the necessary match money. Should an Agency not decide to proceed by the end of 1979, the funds previously obligated shall be made available for added construction under Item 2 above.

4) Should added Federal funds become available, no one who postpones or suffers postponement from the above guidelines loses their prior rights for the specific project previously committed.

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: March 7, 1979

FROM: Gerald Wimer Gerald Wimer
Local Government Manager

SUBJECT: Safer Off-System (SOS) Roads Program

Assistant FHWA Division Administrator Vernon V. Cusack called this date to advise that the national first come, first served Off-System funded is bankrupt. The $88 million reported in that fund just a few weeks ago has all been obligated. His office can accept no new PR 37 obligational requests.

Subsequently determined this necessitates pulling Jackson County's Big Butte Creek Section and Marion County's Hubbard-Broadacres Road-Case Road Section from the March 29 bid opening.

His office will continue to process conversions from regular Off-System funding to Safety Off-System funding. It may not be necessary to balance these accounts, but we should make every effort to do so. He also indicated we may be requested to do some de-obligation.

He is very skeptical of any further funding of this particular program. If that holds true we could have 1979 projects taking precedence over 1976 projects, such as Hubbard-Broadacres Road-Case Road project. He was leery about trying to reprogram the 1979 projects to cover the older higher ranking projects.

They may forgive PE on projects started but not advanced to construction. We should review all projects not yet obligated for construction on which the survey has not been started or is just in the beginning. Termination of such PE could save the local match.

The Local Government office is preparing a status list of all committed Off-System program projects and will review and discuss it in detail with the appropriate Region Federal Aid Engineers soon.

GWW:pf

cc: H. S. Coulter
D. H. Moehring
Region Engineers
D. H. Harwell
M. Holmes
Noel Klein
E. S. Hunter
L. W. Rulien
D. E. Swan
S. H. Macnab
H. Reynoldson
Vern Cusack
C. T. Keasey
Metro Engineer
Region Federal Aid Engineers
R. Prange
Bill Penhollow

Swan gave a Verstaeg, Hart? Turpin & George 3-8-79±

125-1387

. DUNCAN
RICT, OREGON

COMMITTEE ON
APPROPRIATIONS

SUBCOMMITTEES:
INTERIOR
TRANSPORTATION

Congress of the United States
House of Representatives
Washington, D.C. 20515

WASHINGTON OFFICE:
440 CANNON HOUSE OFFICE BUILDIN
WASHINGTON, D.C. 20515
(202) 225-4811

DISTRICT OFFICE:
1616 FEDERAL BUILDING
1220 S.W. THIRD
PORTLAND, OREGON 97204
(503) 221-2123

February 27, 1979

RECEIVED
STATE HWY ENGR
MAR - 6 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Honorable F. B. Klaboe
Oregon Director of
Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Klaboe:

I would like to acknowledge your recent letter concerning the "Safer Off-System Roads Program" (SOS). The SOS program has been relatively small except for 1977, when President Carter added money as part of his economic stimulus package. Last year, the House Committee approved $30 million, only to have the Senate recommend that the program not be funded at all. During last year's conference with the Senate, we insisted that the program be funded at $15 million.

This year the President has requested no funds for the program. I would be more sympathetic to the SOS program if we were, in fact, winding down the Interstate Highway Program, as proponents of SOS state. In reality, however, the most optimistic estimates are that the federal government will be heavily involved in completing the Interstate System for the next eleven years. As Chairman of the Transportation Appropriations Subcommittee, I will do everything possible to expedite the completion of the Interstate System so that we may, as a nation, continue the important tasks of maintaining and repairing all our roads.

The Surface Transportation Act has made federal funds available for Off-System Roads in other categories, including the bridge program. In addition, while Oregon has been very successful in spending its share of the Safer Off-System Road Program's funds,as of March 31, 1978, the category had an ubobligated balance of a previous appropriation of $229,887,048. As you know, I was successful in boosting the federal share for federal aid to secondary roads to 75-25.

My general thought is that we should wait until some of the higher priority projects are near completion before committing ourselves fully to 100% funding for the SOS program. This is not to say that the category will not see some funding in

FY 1980. I will keep your views in consideration when this issue comes before the Transportation Subcommittee, and I thank you for writing.

Sincerely yours,

Duncan
ROBERT B. DUNCAN
Member of Congress

RBD:tse

RECEIVED
DOT DIRECTOR
MAR 5 '79
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

March 9, 1979

Benton County
Board of Commissioners
Courthouse
Corvallis, OR 97330

Attention: County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6851

Gentlemen:

Attached for your records are fully executed copies of the following agreements:

1) The Thornton Lake Bridge Section of North Albany Road

2) The Soap Creek Road Junction-Mile Point No. 1 Section of Sulphar Springs Road and the Sulpher Springs Road Junction-Writsman Creek Drive Section of Soap Creek Road

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Gerald Wimer (Agreements attached)

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 2. 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Program Change
Item No. 90084
Project No. SOS-0200(1)
Sulphur Springs Road and Soap Creek Road Sections
Benton County

We hereby request your approval of a program change on the subject project to include the construction phase in the character of Proposed work as indicated on the enclosed Request for Program Change PR-9 forms.

We further request authorization for construction at an estimated total cost of $225,600 with an obligation of $198,500 in federal funds.

CL:tmw

Enc.

cc: H. Reynoldson
B. Gifford

202-1953

Budget Bureau No. 41-R2068; A

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rds. Approx. 5.5 mi. N. of Corvallis 21 65	ADT	60 DHV 300	FUTURE N/A (66) (70)	YEAR -- (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) P.E., Grade & Pave 28 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO. (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) SOS- 14 23	NUMBER-AGR. N 0200 (1 7		

CARD 4	CLASS OF FEDERAL FUNDS [1] Safer Off-System Roads		COUNTY NAME Benton			
	NAME OF URBAN AREA 17-31 --	F.A. SYSTEM Non	RTE NO. N	FEDERAL AID Non	STATE (32) Co. R	

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	~~STATE FUNDS~~ Co. Funds	
1	(11 to 15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PROGRAMED	90084	SOS-0200(1)	"Sulphur Springs Road and Soap Creek Road Sections"	3.67	25,000	21,500	3,500	Prelim all p arche
										PROJECT TOTAL	3.67	25,000	21,500	3,500	
5					PE ROW CONST 6201		REQUESTED REVISION	90084	SOS-0200(1)	"Sulphur Springs Road and Soap Creek Road Sections"	3.67 3.67	25,000 225,600 (16) (23)	21,500 198,500 (24) (33)	3,500 27,100	P.E. Archeo Grade, Adjus requir
										PROJECT TOTAL	3.67	250,600	220,000	30,600	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — PROJECT WITHDRAWN YES ☐

1 — COLUMN 14 ——→ CODE 11 — CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE:

To add the construction phase.

DATE OF INITIAL APPROVAL: 10-13-78	PROGRAM REVISION REQUESTED	RECOMMENDED	APPRO
OTHER: 1-17-79 2-8-79	DATE March 2, 1979	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	~~STATE HIGHWAY ENGINEER~~ Federal Aid Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1900

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
Co. Rds. Approx. 5.5 mi. N. of Corvallis	ADT	60 DHV 300	N/A	--	10	Oregon	41	680	90084

D WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
ave								SOS-	0200 (1)		

FOR MISCELLANEOUS FUNDS ONLY (FH ROUTE NO through PL AUTH YR); PROJECT NUMBER (PREFIX LETTER(S), NUMBER-AGR. NO.); I PROJECTS ONLY (POST MI., DESIG.)

s 1	COUNTY NAME	CODE
Safer Off-System Roads	Benton	003

	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
--	Non	N	Non	Co. Rd.	--

PE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	~~STATE FUNDS~~ Co. Funds	CHARACTER OF PROPOSED WORK
ST		ITEM AS NOW PRO-GRAMED	90084	SOS-0200(1)	"Sulphur Springs Road and Soap Creek Road Sections"	3.67	25,000	21,500	3,500	Preliminary engineering all phases including archeological salvage.
					PROJECT TOTAL	3.67	25,000	21,500	3,500	
ST 01		RE-QUESTED REVISION	90084	SOS-0200(1)	"Sulphur Springs Road and Soap Creek Road Sections"	3.67 3.67	25,000 225,600	21,500 198,500	3,500 27,100	P.E. all phases incl. Archeological salvage Grade, Drain, H.T. Pave. Adjust Utilities as required.
					PROJECT TOTAL	3.67	250,600	220,000	30,600	

PROJECT COST (TOTAL COST, FEDERAL FUNDS, Co. Funds)

been submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

wo or more projects. Prepare a form PR-1 for all
from such action.

REASON FOR CHANGE:

To add the construction phase.

-over-

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE March 2, 1979	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Federal Aid Engineer	TITLE	TITLE

one class of project to another, or covers joint financing, show both classes of funds involved.

M ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48903-P61

Sulphur Springs Road and Soap Creek Road Sections
Project No. SOS-0200(1)

Remarks Continued: Revise project data to include construction as follows:

Grade, drain and high-type pave to provide for two 11-foot A.C. travel lanes with five foot gravel shoulders and incidental work common to this type of project. Adjustment of utilities as required.

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

February 27, 1979

James E. Blair
Director of Public Works
360 SW Avery
Corvallis, OR 97330

Dear Jim:

I've received your letter regarding change of scope for the Soap Creek Road Off-System project.

Section VI. B. of the Guidelines and Working Agreement with AOC states "The agency may change the scope of the project if the original intent is retained and proper justification is presented. However, these changes are limited to the immediate area indicated in the original request, such as the roadway or street changes must be contiguous to the original location . . ."

You do have the flexibility to change. Proper justification to me indicates the safety improvements would be better fulfilled within the changed area.

Your project has been submitted to FHWA for programming. I suggest if you do wish to change scope, it should be done expeditiously and decisively.

Very truly yours,

Phil Stearns
Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/gl

PROJECT MANAGEMENT
CCE
FAE
OPE
FEB 28 1979
M

Benton County Public Works Department

360 S.W. AVERY AVENUE

PHONE 757-6821 CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

February 22, 1979

REGION 2 ENGINEER
RECEIVED
☐ RLE FEB 27 1979 ☐ [illegible]
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROW
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Phillip O. Stearns
Regional Federal Aid Engineer
205 E. Salem Highway Building
Department of Transportation
Salem, Oregon 97310

Re: Soap Creek - Sulphur Springs Road Project

Dear Phil:

I have recently heard from a group of citizens in the Soap Creek Road area indicating that they would like to see our proposed project modified to include only Soap Creek Road from Writsman Creek Road northeasterly to Tampico Road. At this time the east section of Soap Creek Road should not have a priority greater than the project as we now propose it. However, I do plan on meeting with the entire Soap Creek - Sulphur Springs group of citizens and they may present some logical basis for changing the project. We are proceeding with the project as we originally requested; but I need to know what kind of flexibility there would be in relocating the project as now proposed to the easterly section from Writsman Creek Road to Tampico Road.

Please advise me on the alternatives available for transferring the S.O.S. funds to the easterly route.

Thanks for your help.

Sincerely,

James E. Blair

James E. Blair, P.E.
Director of Public Works

JEB:cb

STATE OF OREG INTERC CE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 1, 1979

FROM: Gerald W. Wimer
Local Government Manager

SUBJECT: Sulphur Springs Road
Soap Creek Road
Benton County

6977

Benton County is requesting the construction of a roadway with 2-11' AC travel lanes with 5' gravel shoulders. County will acquire the necessary additional R/W, install permanent signing, and be responsible for pavement markings. Construction engineering by state. P.E. will be done by county. See attached sketch for location.

Jurisdiction	Section	Total Funds	Federal Funds	Local Funds
Benton County	Soap Crk. Rd. Jct. to MP #1 Sec. on Sulphur Springs Road Sulphur Springs Rd. Jct. to Writsman Creek Dr. Section on Soap Creek Road	$245,000	$215,600	$29,400

The region and this office have investigated this proposed project, confirming its validity and financing under the SOS program. I recommend your approval and request you authorize this project under delegated authority.

Approved:

H S Coulter

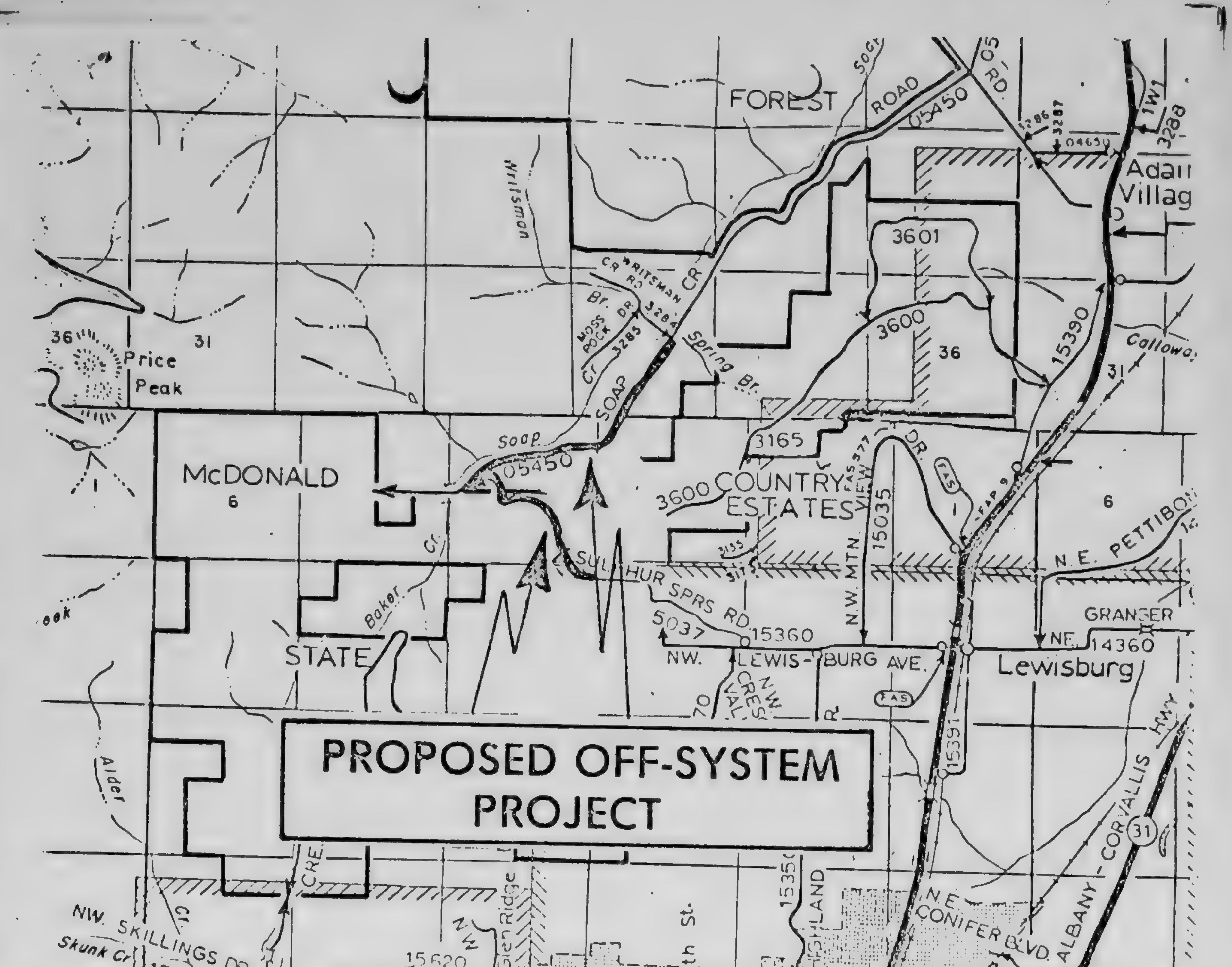
Date 2-13-79

2-13-79
orig to Head
eng. Moehring

HR:dmc
Att.
D. E. Swan, Please Process
cc w/attachments:
- F. B. Klaboe
- H. S. Coulter
- E. S. Hunter
- D. H. Moehring
- C. T. Keasey
- R. L. Schroeder
- L. W. Rulien
- George Bell
- V. E. Skoog
- J. H. Versteeg
- L. E. George
- F. E. Terpin
- W. T. Hart
- J. B. Boyd
- R. Trygstad
- G. Potter
- D. O. Christensen
- J. Sullivan
- F. W. Yarbrough
- George Wills
- G. W. Wimer (3)
- B. L. Gifford
- Frank Lowe
- Region 2
  - C. O. Fredrickson
  - Phil Stearns
  - Jim Dixon

To typist 3-1-79.
MCH

5-1387


PROPOSED OFF-SYSTEM PROJECT
FOREST
SOAP CR ROAD
05450
Adair Village
3601
3600
36
31
Price Peak
McDONALD
6
STATE
Soap Cr
MOSS ROCK DR. 3283
WRITSMAN CR RD 3284
Spring Br.
Baker Cr.
Alder
3165
3600 COUNTRY ESTATES
N.W. MTN. VIEW DR
15035
15390
Calloway
N.E. PETTIBONE
SULPHUR SPRS RD
5037
15360
NW. LEWISBURG AVE.
GRANGER
NE. 14360
Lewisburg
NW CRESCENT VAL
15391
ALBANY - CORVALLIS HWY
31
FAS
NW. SKILLINGS DR
Skunk Cr
15611
15620
NW. Ponderosa Ave.
Glen Ridge
NW WITHAM HILL DR
15100
WALNUT BLVD.
NW 25th St.
15350
NW HIGHLAND
N.E. CONIFER BLVD.
14333
14340
NE. GARDEN
14034
SEAVY AVE
15660
20
NE. BURRIS ST. 14341
16050
NW OAK CREEK DR
15500
Mulkey Cr.
15050
HARRISON BLVD
CORVALLIS
36
34
HILLS
25321
25270
25322
53-d
63-d
GREEN RD 25630
CONROY RD
25485
EAP 22
PHILOMATH
24310

-7170

January 25, 1979

Benton County
360 SW Avery Lane
Corvallis, Oregon 97330

Attn: Mr. James Blair
Director of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Sulphur Springs Rd. and Soap Creek Road, SOS-0200(1).

Financial sharing of the preliminary engineering is:

Total P.E.	$25,000.00
Federal Funds	21,500.00
Balance	$ 3,500.00
Local Share:	
$3,500.00	

Please make your check in the amount of $3,500 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer
Local Government Manager

HR:dmc

bc w/AD#580: Vern Skoog-Please return completed AD#580 when check is received.
Region 2 Federal Aid Engineer Phil Stearns

U.S. DEPARTMENT

LETTER OF APPROVAL AND/OR AUTHORIZATION

9190

SOS-0200(1)

STATE PROJECT NO. See below

COUNTY NAME Benton

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

OM:

G. L. Green, Division Administrator
Salem, Oregon [illegible]

PROGRAM NO.

ITEM NO. 90084

O:

Mr. F. B. Klaboe, Director
Department of Transportation
State of Oregon
Salem, Oregon

Copies to
Gifford
Location
Trout
Region 2
H. Reynoldson

TE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 1-17-79	FEDERAL ROUTE NUMBER	Non Federal-aid
		STATE ROUTE NUMBER	County Road

NERAL LOCATION:

Sulphur Springs Rd. and Soap Creek Road Section

NERAL DESCRIPTION OF WORK:

Preliminary Engineering

ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

MARKS

As requested in Mr. Swan's letter of 1-4-79, you are now authorized to proceed with the above work for a TEC of $25,000 with Federal funds limited to $21,500.

ATE 1-17-79	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

M PR-1240
V. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1859
ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 4, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed by
D. E. Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90084
Project No. SOS-0200(1)
Sulphur Springs Road and Soap Creek Road Sections
Benton County

Attached data consists of PR-1 form with project maps.

We request authorization to proceed with all phases of preliminary engineering including archeological salvage at an estimated total cost of $25,000 with obligation of $21,500 in Federal funds.

A copy of the State Clearinghouse A-95 review approval letter has been previously forwarded.

DRH:tmw
Attachments
cc: C. O. Fredrickson, (Region 2)
H. Reynoldson, w/att.

Budget Bureau No. 41-R2067;
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

1-4-79

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rds., Approx. 5.5 mi. N. of Corvallis		**ADT**	PRESENT 60 DHV 300	FUTURE (66) (70) N/A	YEAR (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62 Preliminary Engineering	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 SOS-	NUMBER 7 0200

CARD 4	CLASS OF FEDERAL FUNDS Safer Off-System Roads	COUNTY NAME Benton			COD (14) 0
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. N	FEDERAL-AID (32) Non	STATE (36) Co. Rds.	U.S. (37) ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Sulphur Springs Road and Soap Creek Road Sections"	3.67	25,000	21,500	- - -	3,500
5					**ROW**							
5					**CONST** (CODE)							

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	DRH		3.67	25,000	21,500	- - -	3,500
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

1-4-79

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rds., Approx. 5.5 mi. N. of Corvallis 55	**ADT**	60 DHV 300	N/A (66) (70)	(71) (72)	10	Oregon	41 (2) (3)	680 (4) (9)	90084 (14) (18)

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
ering 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	SOS- 14 23	0200 7	(1) 13	(24) (26)	27

Safer Off-System Roads

COUNTY NAME		CODE
Benton		003 (14) (16)
ROUTE NO. N	FEDERAL-AID Non (32)	STATE Co. Rds. (36)	U.S. --- (37) (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

RK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
			3.67	25,000	21,500	- - -	3,500	
W								
NST E)		"Sulphur Springs Road and Soap Creek Road Sections"						ROW-30' min.; Access Control-none; Parking Restrictions-none.
DRH		PROJECT TOTALS	3.67	25,000	21,500	- - -	3,500	
AL DATES				(16) (23)	(24) (33)	REMARKS		

-over-

USCOMM DUSCOMM-DC 48905-P61

SULPHUR SPRINGS ROAD AND SOAP CREEK ROAD SECTIONS
PROJECT NO. SOS-0200(1)

Existing Facility: Gravel road 20 to 24 feet providing two 10 to 12 foot travel lanes no shoulders.

Adjacent Sections: Same as existing facilities above.

Project Data: Work under this project consists of preliminary engineering all phases including archeological salvage as required for the future construction of two 11-foot travel lanes with five-foot shoulders requiring grade, drain and H-T surfacing.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements:

State Clearinghouse -- A-95 review approval letter dated Nov. 28, 1978.

District 4 Clearinghouse -- Notice of intent was sent to the Clearinghouse on October 30, 1978 and as the notice has lain before the Clearinghouse more than 30 days without action it is assumed no adverse review or comments will be received.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 21, 1978.

FHPM 7-7-5 Requirements:

1) Public Hearings -- Not required under Oregon Action Plan.

2) Location/Design -- Not a factor in the development of this project.

Note:

1) This project is in Congressional District No. 1.

2) Included in FY '79 in table of "Projected Federal Fund Obligations and Balances" for FY '79 Program.

p

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Sulphur Springs and Soap Creek Roads B[illegible]

DATE: November 28, 1978

The state has reviewed your project and reached the following conclusions:

11/30/78
cc: G. L. Green
✓H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Div.
B. L. Gifford
Region 2 Engineer
District 3 Eng.

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
'78
REFER TO

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

[illegible] 1 2 [illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
10-30-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
NOV 3 1978
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7811 2 080 **Due Date:** NOV 24 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

jency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
NOV 3 1978
STATE PARKS
BRANCH

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7811 2 080 Due Date: NOV 24 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(✓) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Because of the potential for cultural resources in the area of the Sulphur Springs & Soap Creek Roads we request that a cultural resource survey be conducted by professionals competent in the fields of archaeology and history.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
gency SALEM, OREGON 97310 SHPO By David G. Talbot
[illegible]

Form FHWA 121 (Rev. 5-73)

9190

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

Memorandum

SUBJECT: Oregon Project SOS-0200(-)
Sulphur Springs Rd. Jct.-Writsman
Creek Drive Section, Soap Creek Road
Benton County
Project Assessment

DATE: November 21, 1978

In reply refer to: HFO.2-OR

FROM : G. L. Green, Division Administrator

TO : Mr. Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
Salem, Oregon

The subject project assessment submitted with Mr. Potter's October 25, 1978 letter has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
ODOT (D H Moehring)
OSHD (Reg 2, Envir)
Environmental Section
November 24, 1978
cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
George Bell
Surfacing Design - Lab. Bldg.
C. O. Fredrickson
Eddie Welsh
H. C. Johnson
William Fretwell
Gerald Wimer
Ben Gifford (2)

H H

✓ M

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

505-0200(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Sulphur Springs Rd. Jct.-Writsman Creek Drive Section
Date October 25, 1978
Unit (if appl)
County Benton
City
Highway Soap Creek Road
State Hwy. No. Off System
Termini: M.P.(if appl)
Length 3.67 Miles
Region 2
Construction Estimate $250,000 Program Amount

B. Purpose of Project: The proposed project is to improve Sulphur Springs Road from MP #1 to the Soap Creek Road junction and Soap Creek Road from the Sulphur Springs Road junction to Writsman Creek Road. The improvements proposed include widening, realigning, draining, and paving to provide a hard surfaced all weather road. Completion of the improvement would provide an all weather hard surfaced roadway between the rural residential area along Soap Creek and Corvallis.

C. Origin & History of Project: The project has previously been considered during the County's budgeting process, but has not been funded. People served by the road have requested in the past that the road be widened and paved. A Federal Aid Project request for an off system project dated May 24, 1978 has been forwarded for processing.

D. General Description of Project: The proposed project is constructing a 32 foot wide roadway with two 11 foot travel lanes and 5 foot gravel shoulders on each side.

Alignment: New ____ Existing ____ Combined x

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 0; Parking no
Proposed: No. Lanes 2; Med. 0; Shldrs. 2; Parking no

Traffic: Existing Facility: Existing ADT 300; Projected ADT 500; Yr. 1990
Existing Level of Service Minor Collector

Proposed Facility: Projected ADT 500; Yr. 1990
Projected Level of Service Minor Collector

Right of Way: Additional anticipated yes (Yes, No); if yes, give approx. No. Parcels 39

Acres 8.3; Type of Relocation Req. None; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

The project will be designed to have balanced earthwork quantities. Commercial sources will provide surfacing materials. Waste materials from clearing and grubbing can be disposed of at the County landfill site.

Type of Structure(s):

None required.

Brief Description of River or Stream and Type of Involvement, if any:

Soap Creek Road parallels Soap Creek, a tributary of the Willamette River. The project will not involve Soap Creek.

Local City, County or COG priorities of project:

The proposed project has been approved as a priority project by Benton County.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

Design alternatives and minor modification to the alignment will be considered during the preliminary engineering study.

Other Descriptive Information or Comments:

The proposed typical section is appropriate for the area to be served.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain is moderately sloping to flat along Soap Creek with moderate to steep (10 to 40%) cross slope along the roadways. Soap Creek is the major drainageway along the Soap Creek portion of the project. Stream flow is approximately 1000 to 1500 cubic feet per second during flood stage. Sulphur Springs Road is in Baker Creek Drainage Basin, a tributary to Soap Creek,and the Oak Creek Drainage Basin. Vegetation varies from grass pasture land and various scrub soft woods and hardwoods along the creek to a forested area featuring primarily fir trees along Sulphur Springs Road.

2. Cultural:

The area along Soap Creek has been developed into small acreage tracts primarily serving as residential sites. Sulphur Springs Road passes through McDonald State Forest.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

The right of way to be acquired is insignificant compared to the typical parcel sizes.

2. Estimated Impact on Traffic Patterns:

A minor increase in leisure time traffic due to paving the existing gravel road.

Consequences--Air Quality, Noise, Safety, etc.:

The paving of the existing gravel road would eliminate the dust problems occuring during dry weather. Highway safety would be improved by the wider travel lanes and shoulders.

3. Estimated Impact on Land Use:

None

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

Approximately 8 acres of existing forest and scrub vegetation would be converted to highway use.

Consequences:

Not significant as similar wildlife habitat is extensive and continuous in the area.

5. Expected Impact on Cultural and Scenic Resources:

Clearing the brush from the roadside would improve the scenic view from the roadway, but will change the appearance of the highway.

A cultural resource survey may be required.

Consequences:

Roadside vegetation will reestablish in a relatively short period of time.

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

Right of way acquisition.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No conflicts have been identified.

b. Noise Standards

A noise study report is required.

c. Water Quality Standards

Enforcement of standard specifications will assure protection of water quality during construction. No long term impacts have been identified.

d. Area Land Use and Transportation Plans, and Zoning

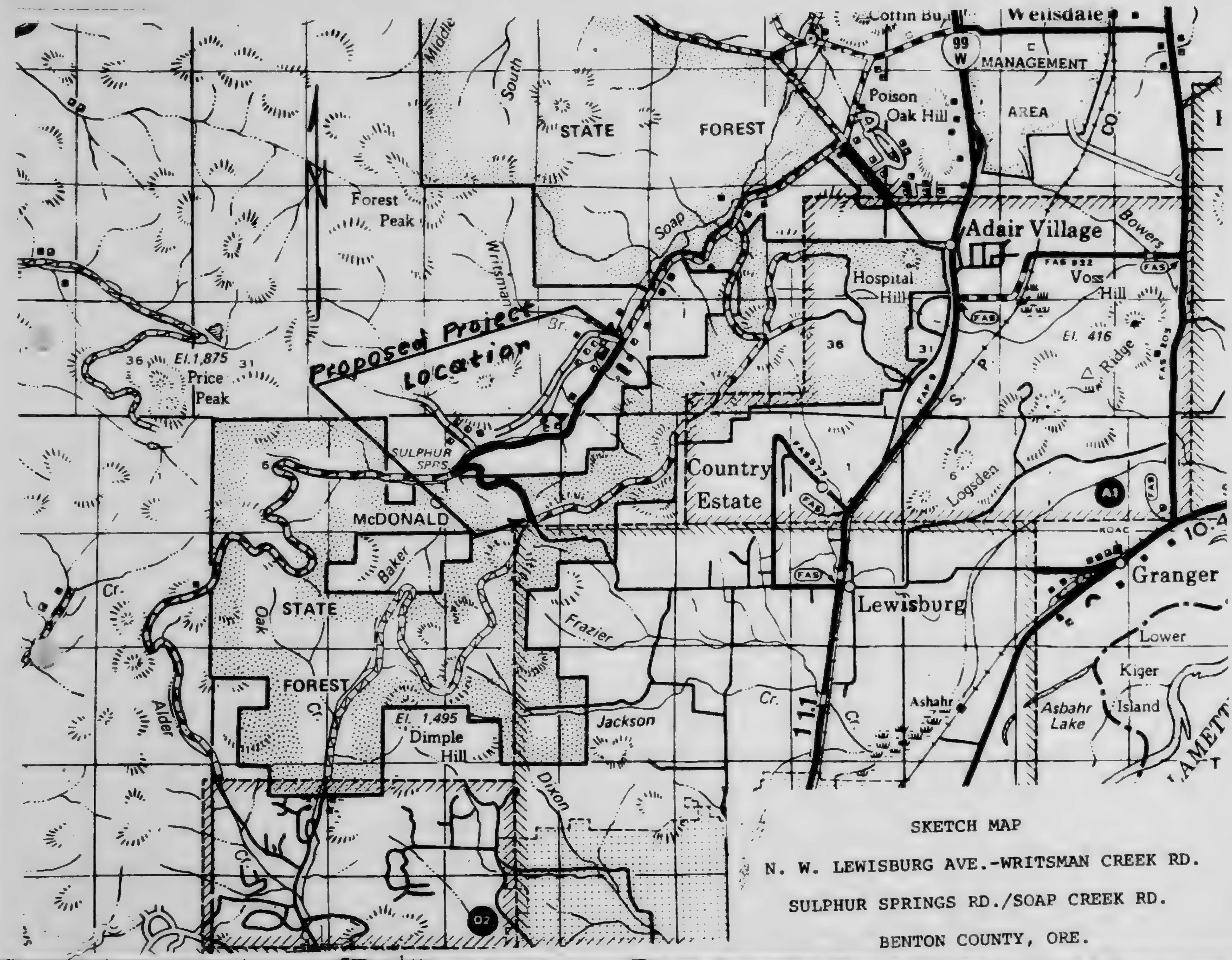
The proposed project does not conflict with any existing area land use or transportation plan or zoning.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__x_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: _____ 1 _____ 2 ___x 3 _____ 4


Proposed Project Location
Cottin Bu
Weilsdale
99 W
MANAGEMENT
AREA
Co.
Poison Oak Hill
STATE
FOREST
Middle
South
Forest Peak
Writsman
Soap
Br.
Adair Village
Bowers
FAS 932
Voss Hill
Hospital Hill
El. 1,875
36
31
Price Peak
El. 416
Ridge
FAS 203
S. P.
SULPHUR SPRS
McDONALD
Country Estate
FAS 877
Logsden
Baker
Oak
STATE
FOREST
Cr.
Frazier
Granger
10-A
Lewisburg
111
Lower
Kiger
Island
Asbahr Lake
Ashahr
Jackson
El. 1,495
Dimple Hill
Dixon
Alder
Cr.
FAS
AMETT

SKETCH MAP

N. W. LEWISBURG AVE.-WRITSMAN CREEK RD.

SULPHUR SPRINGS RD./SOAP CREEK RD.

BENTON COUNTY, ORE.

(#2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 30, 1978

TO: Executive Department
Federal Aid Coordination Unit

Oregon District 4 Council of Governments
#7 Wellsher Bldg.
Corvallis, Oregon 97330

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 4
Section: Sulpher Springs and Soap Creek Roads, Benton Co.
Highway: Benton County Rds.
County: Benton

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be November 30, 1978.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 2 C. O. Fredrickson
District 4 H. C. Johnson
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation
46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building
46] CITY [60: Salem
76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring
46] AREA CODE [48: 503
49] PHONE [55: 378
56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Sulpher Springs and Soap Creek Roads, Benton Co.

11 12] PROJECT LOCATION—CITY: Benton County Rds.
PROJECT LOCATION—COUNTY: Benton
PROJECT LOCATION [79: SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The proposed project is to improve Sulpher Springs Road from MP #1 to the Soap
06 12] Creek Road junction and Soap Creek Road from the Sulpher Road junction to Writsman [71
07 12] Creek Road. The improvements proposed include widening, realigning, draining, and paving to provide a hard surfaced all weather road. Completion of the improvement [71
08 12] would provide an all weather hard surfaced roadway between the rural residential area along Soap Creek and Corvallis. The proposed project is constructing a 32 [71
09 12] foot wide roadway with two 11 foot travel lanes and 5 foot gravel shoulders on each side. [71
10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
215,000	- - -	- - -	35,000	- - -	250,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45
46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 10/30/78

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: November 43] DAY [44: 30 45] YEAR [46: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 10/30/78

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

505-0200(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Sulphur Springs Rd. Jct.-Writsman Creek Drive Section
Date October 25, 1978
Unit (if appl)
County Benton
City
Highway Soap Creek Road
State Hwy. No. Off System
Termini: M.P.(if appl)
Length 3.67 Miles
Region 2
Construction Estimate $250,000 Program Amount

B. Purpose of Project: The proposed project is to improve Sulphur Springs Road from MP #1 to the Soap Creek Road junction and Soap Creek Road from the Sulphur Springs Road junction to Writsman Creek Road. The improvements proposed include widening, realigning, draining, and paving to provide a hard surfaced all weather road. Completion of the improvement would provide an all weather hard surfaced roadway between the rural residential area along Soap Creek and Corvallis.

C. Origin & History of Project: The project has previously been considered during the County's budgeting process, but has not been funded. People served by the road have requested in the past that the road be widened and paved. A Federal Aid Project request for an off system project dated May 24, 1978 has been forwarded for processing.

D. General Description of Project: The proposed project is constructing a 32 foot wide roadway with two 11 foot travel lanes and 5 foot gravel shoulders on each side.

Alignment: New ____ Existing ____ Combined x

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking no
Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking no

Traffic: Existing Facility: Existing ADT 300 ; Projected ADT 500 ; Yr. 1990
Existing Level of Service Minor Collector

Proposed Facility: Projected ADT 500 ; Yr. 1990
Projected Level of Service Minor Collector

734-3953 (10-75)

Right of Way: Additional anticipated yes ; if yes, give approx. No. Parcels 39
Yes, No

Acres 8.3 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

The project will be designed to have balanced earthwork quantities. Commercial sources will provide surfacing materials. Waste materials from clearing and grubbing can be disposed of at the County landfill site.

Type of Structure(s):

None required.

Brief Description of River or Stream and Type of Involvement, if any:

Soap Creek Road parallels Soap Creek, a tributary of the Willamette River. The project will not involve Soap Creek.

Local City, County or COG priorities of project:

The proposed project has been approved as a priority project by Benton County.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

Design alternatives and minor modification to the alignment will be considered during the preliminary engineering study.

Other Descriptive Information or Comments:

The proposed typical section is appropriate for the area to be served.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain is moderately sloping to flat along Soap Creek with moderate to steep (10 to 40%) cross slope along the roadways. Soap Creek is the major drainageway along the Soap Creek portion of the project. Stream flow is approximately 1000 to 1500 cubic feet per second during flood stage. Sulphur Springs Road is in Baker Creek Drainage Basin, a tributary to Soap Creek, and the Oak Creek Drainage Basin. Vegetation varies from grass pasture land and various scrub soft woods and hardwoods along the creek to a forested area featuring primarily fir trees along Sulphur Springs Road.

2. Cultural:

The area along Soap Creek has been developed into small acreage tracts primarily serving as residential sites. Sulphur Springs Road passes through McDonald State Forest.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

   The right of way to be acquired is insignificant compared to the typical parcel sizes.

2. Estimated Impact on Traffic Patterns:

   A minor increase in leisure time traffic due to paving the existing gravel road.

   Consequences--Air Quality, Noise, Safety, etc.:

   The paving of the existing gravel road would eliminate the dust problems occuring during dry weather. Highway safety would be improved by the wider travel lanes and shoulders.

3. Estimated Impact on Land Use:

   None

   Consequences:

   None

4. Expected Impact on Natural Ecological Resources:

   Approximately 8 acres of existing forest and scrub vegetation would be converted to highway use.

   Consequences:

   Not significant as similar wildlife habitat is extensive and continuous in the area.

5. Expected Impact on Cultural and Scenic Resources:

   Clearing the brush from the roadside would improve the scenic view from the roadway, but will change the appearance of the highway.

   A cultural resource survey may be required.

   Consequences:

   Roadside vegetation will reestablish in a relatively short period of time.

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

Right of way acquisition.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No conflicts have been identified.

b. Noise Standards

A noise study report is required.

c. Water Quality Standards

Enforcement of standard specifications will assure protection of water quality during construction. No long term impacts have been identified.

d. Area Land Use and Transportation Plans, and Zoning

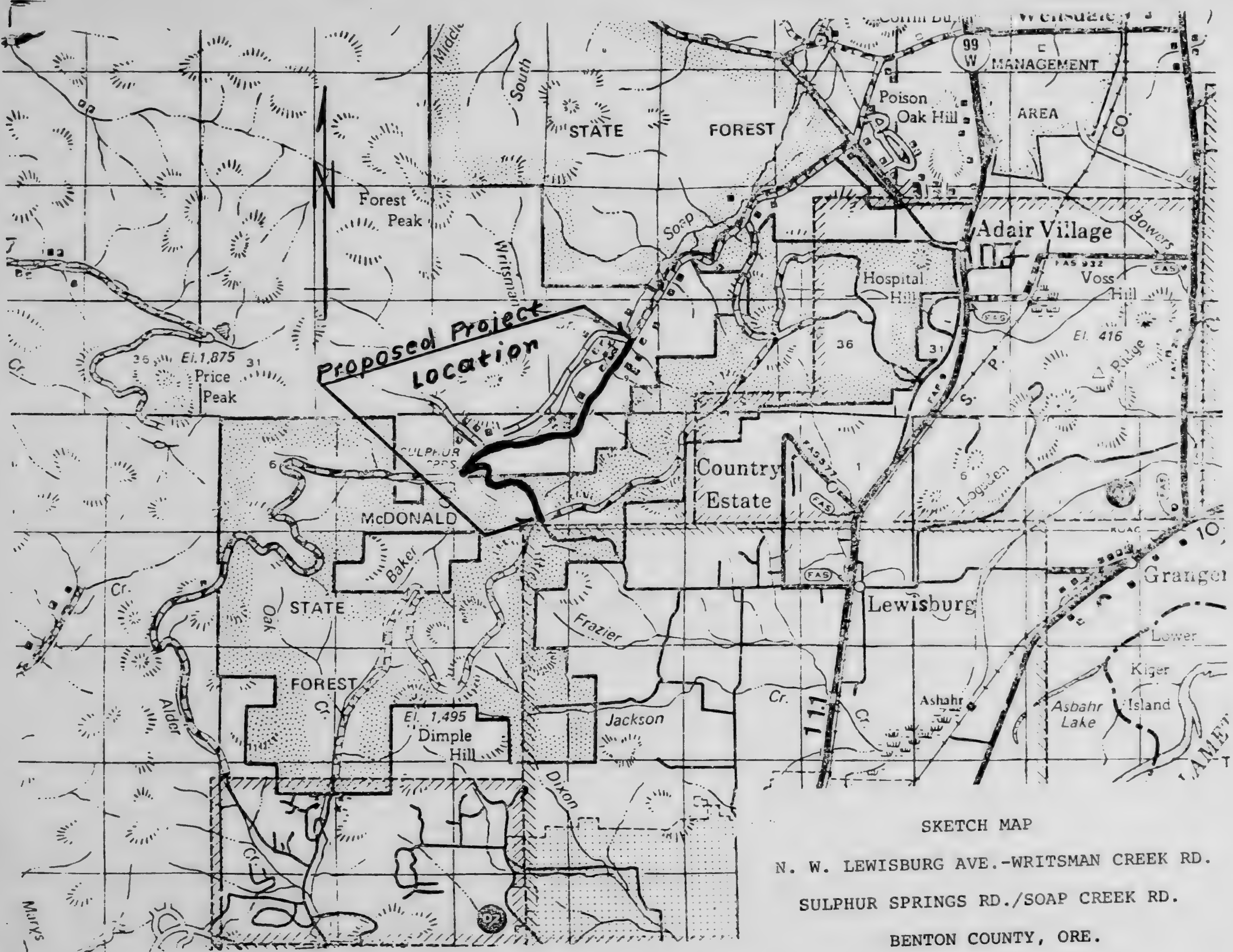
The proposed project does not conflict with any existing area land use or transportation plan or zoning.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__x__ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1   ____ 2   ___x 3   ____ 4


Proposed Project
Location
STATE
FOREST
MANAGEMENT
AREA
CO.
99
W
Poison
Oak Hill
Forest
Peak
Middle
South
Writsman
Soap
Adair Village
Bowers
Hospital
Hill
Voss
Hill
El. 416
Ridge
36
31
El. 1,875
Price
Peak
Cr.
SULPHUR
SPRS.
McDONALD
6
Country
Estate
FAS
FAS 577
1
S.
P.
Logsden
Baker
STATE
Oak
FOREST
Cr.
El. 1,495
Dimple
Hill
Frazier
Jackson
Cr.
111
Lewisburg
Granger
10
Lower
Kiger
Island
Ashahr
Asbahr
Lake
Alder
Dixon
Marys
Cr.

SKETCH MAP

N. W. LEWISBURG AVE.-WRITSMAN CREEK RD.

SULPHUR SPRINGS RD./SOAP CREEK RD.

BENTON COUNTY, ORE.

Benton County Public Works Department

360 S.W. AVERY AVENUE

PHONE 757-6821
CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

REGION 2 ENGINEER
RECEIVED
☐ RLE OCT 27 1978 ☐ [illegible]
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RPE

October 24, 1978

Phillip O. Stearns
Region II Federal Aid Specialist
2960 East State Street
Salem, Oregon 97310

Dear Phil:

I just received your October 18, 1978 letter today, October 23, 1978, and request that you program our project for preliminary engineering. We will be making arrangements with you on details of the project after notification that the funds have been committed for preliminary engineering.

I appreciate your making us aware of the risks and I feel that I can make some provisions to do the engineering with County personnel and not assume a devastating liability if we should have to return the preliminary engineering funds.

I hope this written confirmation of our October 18, 1978 telephone conversation is sufficient for programing.

Sincerely,

James E. Blair

James E. Blair, P.E.
Director of Public Works

JEB:cb

W
N

M

Reynoldson

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

October 18, 1978

James E. Blair
Director of Public Works
360 SW Avery Lane
Corvallis, OR 97330

Dear Mr. Blair:

The Soap Creek Road-Sulphur Springs Road project, to be funded under the Safer Off-Systems Roads program, is one of several to be presented to the Transportation Commission October 24, 1979, for approval for preliminary engineering only. The funds for these projects will come from excess funds that had been committed to former projects.

Since we are still waiting for funds to finance construction of these projects, you should be aware that if preliminary engineering proceeds, and construction funds are not forthcoming, you run the risk of paying back funds expended for preliminary engineering. The project would have to be constructed within 5 years to avoid the payback.

Please advise if you wish to proceed with the preliminary engineering phase at this time.

Very truly yours,

Phillip O. Ste

Phillip O. Stearns
REGION II FEDERAL AID SPECIALIST

POS/gl
cc: D. H. Moehring

October 12, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Road Projects

On the Consent Calendar for the October 24, 1978 meeting will be a request for one SOS-R construction project and PE only for 16 other SOS-R projects.

Wasco County is requesting the construction of the Upper White River Bridge on Crossing Road for an estimate cost of $180,500.

Baker County is requesting a PE project on the Powder River Bridge section on Beaver Creek Road. The estimate cost of the survey is approximately $12,000.

The PE project represented by Benton County is for portions of Soap Creek and Sulphur Roads. The estimated cost is approximately $25,000.

The PE project request for Clackamas County is for the Bonnie Lure Park Bridge on Doughty Road. The estimated cost is approximately $25,000.

Crook County is requesting a PE project on the Old Dry Creek-Ochoco Highway Section on Mill Creek Road. The estimated cost is approximately $10,000.

Grant County is requesting a PE project on N. Fork John Day River Bridge on Ritter Road. The estimated cost is approximately $25,000.

The PE project requested by Klamath County is on Sprague River Bridge on Godows Spring Road and estimated to cost approximately $15,000.

Linn County is requesting a PE project on the Thomas Creek Bridge on Jordan Road. The estimated cost is approximately $25,000.

The PE project requested by Malheur County is for the Jordan Creek Bridge on Danner Road. The estimated cost is approximately $15,000.

Umatilla County is requesting a PE project on two bridges (Sumac and Platt) over McKay Creek on McKay Creek Road. The estimated cost is approximately $25,000.

Washington County is requesting a PE project for two bridges over Rock Creek (MP 0.78 and MP 0.96) on NW 185th. The estimated cost is approximately $25,000.

The request for a PE project by the Willamette National Forest is for replacing guardrail at different locations along Rigdon Road and on South Fork Road. The estimated cost is approximately $25,000.

The request for a PE project by Lincoln County Road District Coronado Shores is for resurfacing their existing roads. The estimated cost is approximately $7,500.

Clackamas County is requesting the PE on two special safety projects-one at the intersection of Skogen Road and 362 Drive and the other between MP 0.5 on MP 1.0 on 232 Drive. The estimated cost is approximately $9,500.

The PE requested by Umatilla County is to improve the intersection of Powerline Road and Hwy 730. The estimated cost is approximately $4,000.

Special Road District #4 in Deschutes County is requesting the PE for the replacement of the bridge over the Little Deschutes River on Bridge Drive. The estimated cost is approximately $5,000.

The Federal funds required for these projects is estimated to be $372,810 and the matching funds by the local governmental entities is $60,690.

These projects have been investigated and are eligible for funding under the Safer Off-Systems Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

HR:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
George Bell
D. N. Harwell
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
Dale Allen
W. E. Schwartz

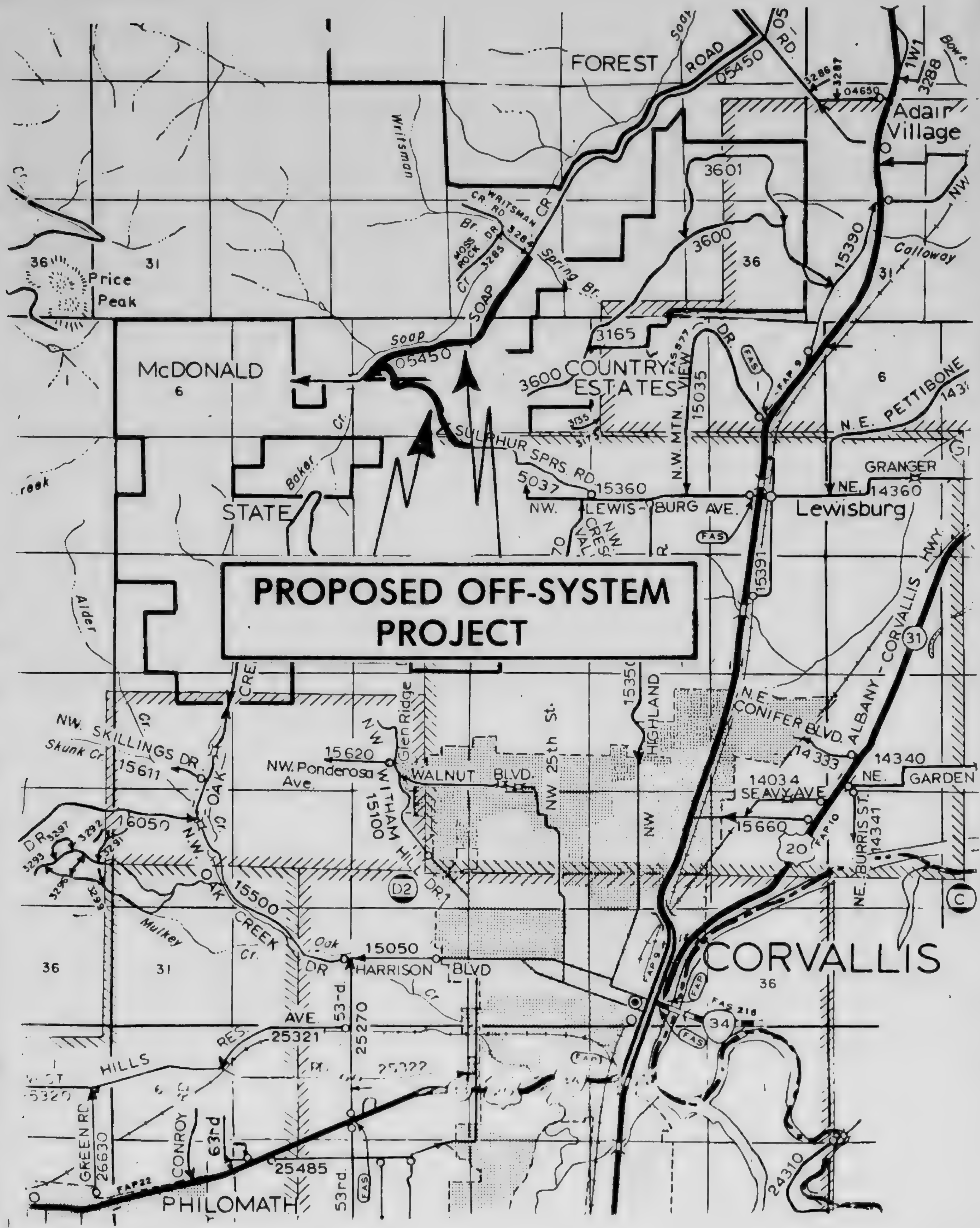
Benton County
Proposed SOS Project

Soap Creek Rd. Jct. to MP#1 Section
Sulphur Springs Road

Sulphur Springs Rd. Jct. to Writsman Creek Drive Section
Soap Creek Road
PE Only
$25,000

To construct a roadway with 2-11' AC travel lanes with 5' gravel shoulders. County will acquire the necessary additional R/W, install permanent signing, and be responsible for pavement markings.

PE by County
Construction Engineering by State



PROPOSED OFF-SYSTEM PROJECT

FOREST
SOAP CR. ROAD 05450
05 RD.
Soap
Writsman
WRITSMAN CR. RD.
Br.
MOSS ROCK DR.
3284
3285
Cr.
Spring Br.
3286
3287
04650
1W1
3288
Bowe
Adair Village
3601
3600
36
15390
Calloway
31
NW
36
Price Peak
31
Cr.
McDONALD
6
Soap
05450
3165
3600
COUNTRY ESTATES
FAS
N.W. MTN. VIEW DR.
15035
FAP 9
6
N.E. PETTIBONE
SULPHUR SPRS. RD.
3135
Baker Cr.
reek
5037
15360
GRANGER
NE. 14360
NW. LEWIS-BURG AVE.
N.W. CRES VAL
Lewisburg
STATE
FAS
15391
HWY.
CORVALLIS
ALBANY
31
Alder
CREEK
Cr.
Glen Ridge
NW 25th St.
15350
NW HIGHLAND
N.E. CONIFER BLVD.
NW. SKILLINGS DR.
Skunk Cr.
15611
15620
NW. Ponderosa Ave.
NW WITHAM HILL DR.
15100
WALNUT BLVD.
14333
14340
NE. GARDEN
14034
SEAVY AVE
OAK
16050
15660
20
FAP 10
NE. BURRIS ST. 14341
DR 3297
3292
3293
3291
3296
3299
N.W. OAK CREEK DR
15500
D2
C
Mulkey
Cr.
Oak
15050
HARRISON BLVD
CORVALLIS
36
36
31
FAP 9
FAP
FAS 216
34
FAS
53rd.
25270
AVE.
RES.
25321
25322
HILLS
WEST
5320
6
FAP
GREEN RD 26630
CONROY RD
63rd
25485
FAP 22
PHILOMATH
53rd.
FAS
24310

STATE OF OREG[illegible]

INTEROF[illegible]E MEMO

TO: FILES

DATE: October 6, 1978

FROM: Gerald W. Wimer
Local Government Manager

SUBJECT: Early PE
SOS Program

Don Harwell and I met with the AOC-TAC Thursday, October 5, 1978. I pointed out another $500,000 or slightly more could be committed now to additional Group III projects.

Two options exist:

1) Select the next rank order projects or

2) Set aside enough funds to perform PE on the likely 1979 Group Three projects and then the next rank order projects as far as funds go.

Don Harwell objected to number 2 until D. E. Swan indicated the FHWA wouldn't expect a pay back if Congress cancelled the program. With my recommendation the TAC concurred with number 2 based on Swan's input. Al Driver promised to advise Lee Elder, Chairman of the AOC Parks and Transportation Committee, and make certain he agrees. Harwell indicates Noel Klein previously told him anything AOC wanted to do LOC wouldn't object to. Vern Cusack also believes FHWA wouldn't expect repayment for the PE if Congress cancelled the program plus he pictures the pending Federal Legislation having some form of Off-System recognition. He also confirmed FHWA agrees we can program PE one year and construction another.

GWW:dmc
cc: Federal Aid Engineers
Hal Reynoldson
Bill Penhollow
Noel Klein
Vern Cusack

41.125-1387

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 7, 1978

Phillip O. Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

TO: G. W. Wimer
Local Government Manager

SUBJECT: Lewisburg Ave. - Writsman Crk. Rd. Section
Sulphur Spring Rd. - Soap Crk. Rd.
Benton County

Attached are the following documents for subject project:

Project Environmental Assessment (info copy)
Authority for Survey
Location Prospectus
Prospectus Map
Estimate of Region Costs

The Project Request was submitted to you May 30, 1978. The project environmental assessment has been reviewed and submitted to the Environmental Section by Eddie Welsh.

The Region Team reviewed the project and concluded the total length requested could not be constructed within the S-OSP funding limit. County indicates no additional funds available. Project construction limits will be determined during preliminary engineering.

County has indicated they will perform P. E. Although they have not been certified, they will be submitting documentation for certification in the near future.

Region Office recommendation is favorable. Please process the documents through normal channels for approval.

POS/gl
attachments

LOCATION PROSPECTUS

N.W. Lewis-Burg Ave. - Writsman Creek Rd.
Sulphur Springs Rd. and Soap Creek Rd.
Benton County

June 1978

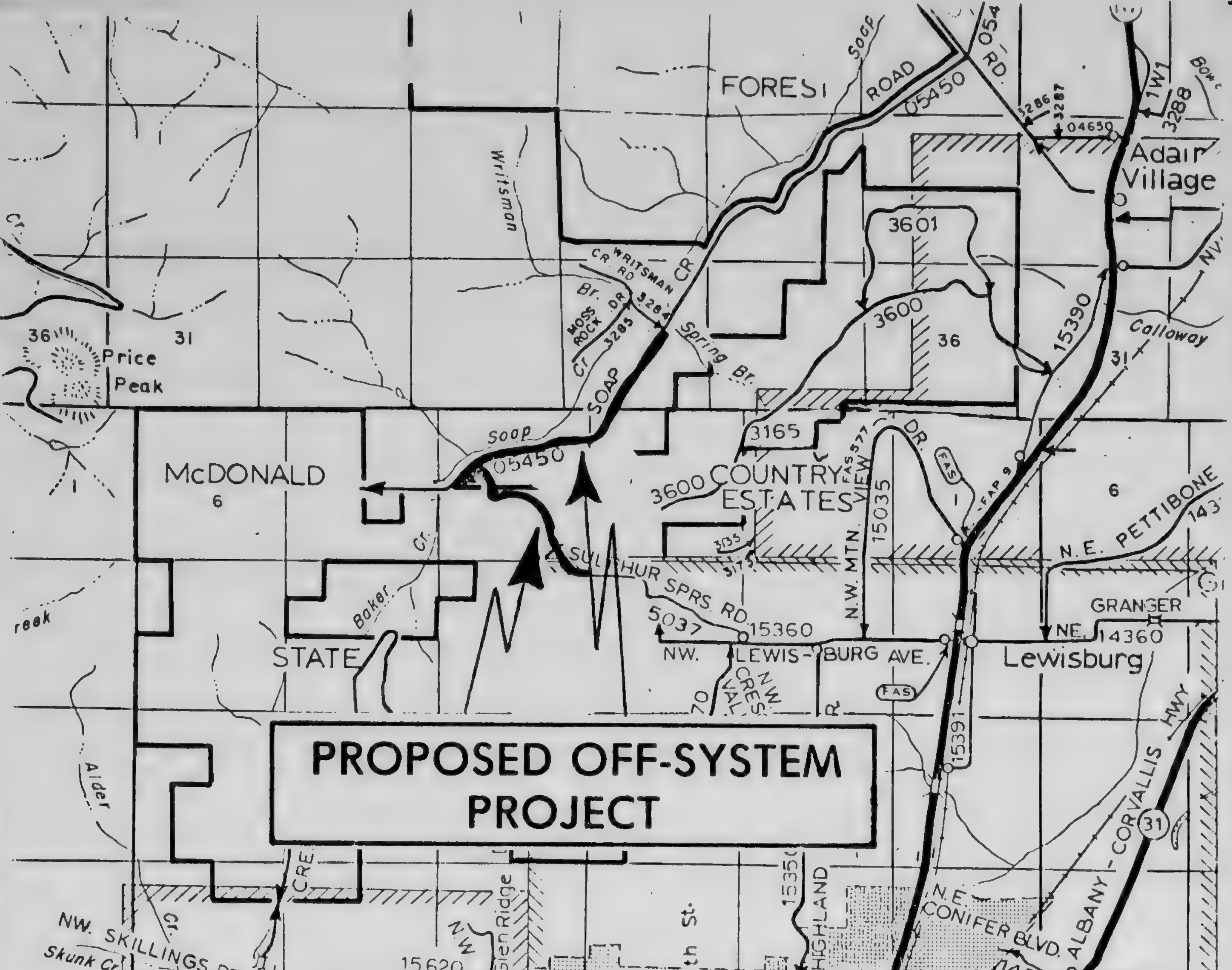
HIGHWAY:	County Road, Sulphur Springs and Soap Creek.
TERMINI:	Beginning at M.P. 1 Sulphur Springs Rd., thence along Sulphur Springs Rd. to the Soap Creek Road Jct., thence along Soap Creek Road to Writsman Creek Road.
LENGTH:	3.67 miles.
NARRATIVE:	The purpose of the survey is to prepare plans, specifications and cost estimate to make road improvements which include widening, re-aligning, draining and paving. There are no airports within 4 miles and no special problems are anticipated with the drainage. This is a Off-System Project. The application indicates the County will do the preliminary engineering, the State the construction engineering.
CHARACTERISTICS:	Present ADT 300, 1990 projection of 500. The estimated total central angle is 300°, estimated rise and fall 100'. The change in these characteristics is to be determined during the survey.
STANDARDS:	AASHO Rural.
TYPICAL SECTION:	The existing roadway section varies from 20-24' with a 1' ditch and variable side slopes. It is desired to build a 32' roadbed section, two 11' travel lanes with 5' shoulders. The FHWA has consented to reduce the section to 28' in areas the 32' section is not feasible.
BRIDGE:	Not applicable.
ACCESS:	County jurisdiction.
SURFACING:	To be determined during survey.
MATERIAL:	Commercial suppliers available in the City of Corvallis, approximately 6 road miles distant.

ADDITIONAL FACILITIES: Not applicable.

AGREEMENTS: Required with Benton County.

PARKS: Project passes through McDonald State Forest.

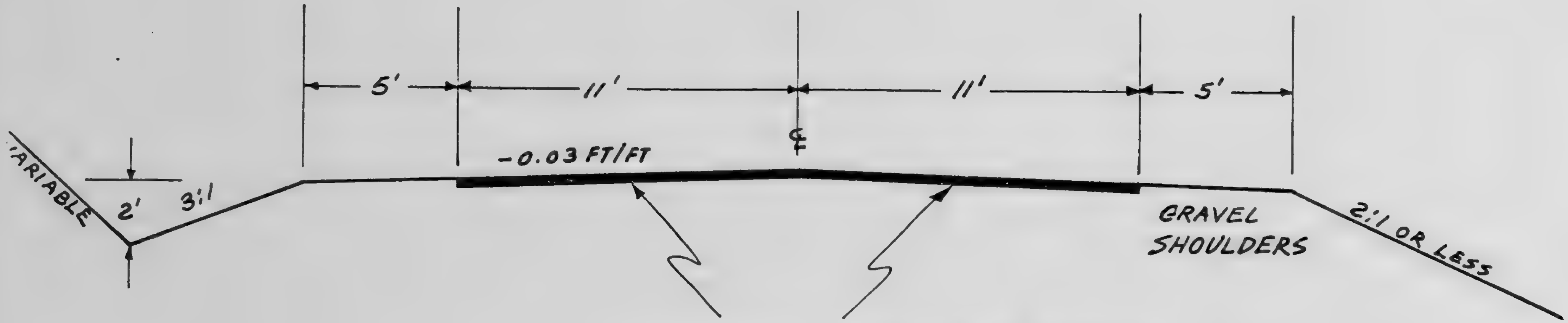
RIGHT OF WAY: Additional R/W will be required, which will be purchased by the County.


PROPOSED OFF-SYSTEM PROJECT
FOREST
SOAP CR. ROAD
05450
Adair Village
McDONALD
STATE
COUNTRY ESTATES
SULPHUR SPRS. RD.
NW. LEWISBURG AVE.
Lewisburg
NE. PETTIBONE
GRANGER
N.W. MTN. VIEW DR.
Price Peak
Writsman
Calloway
Baker Cr.
Alder
Spring Br.
Moss Rock Dr.
NW. SKILLINGS DR.
Skunk Cr.
N.W. OAK CREEK DR
Mulkey
NW. Ponderosa Ave.
WALNUT BLVD.
NW Glen Ridge
NW WITHAM HILL DR.
NW 25th St.
NW HIGHLAND
N.E. CONIFER BLVD.
ALBANY - CORVALLIS HWY
NE. GARDEN
SHAVY AVE
NE. BURRIS ST.
HARRISON BLVD
CORVALLIS
WEST HILLS RD.
RES. AVE.
GREEN RD.
CONROY RD.
63rd
53rd
PHILOMATH
3601
3600
36
31
6
1
3165
15035
15390
15391
15360
5037
14360
14333
14340
14034
15660
14341
15620
15611
15100
16050
15500
15050
25321
25270
25322
25320
25630
25485
24310
3286
3287
3288
04650
1W1
3284
3285
FAP 9
FAP 10
FAP 22
FAS
FAS 216
FAS 577
D2
20
31
33
34

DESIRED ROADWAY CROSS SECTION

SULPHUR SPRINGS RD & SOAP CREEK RD

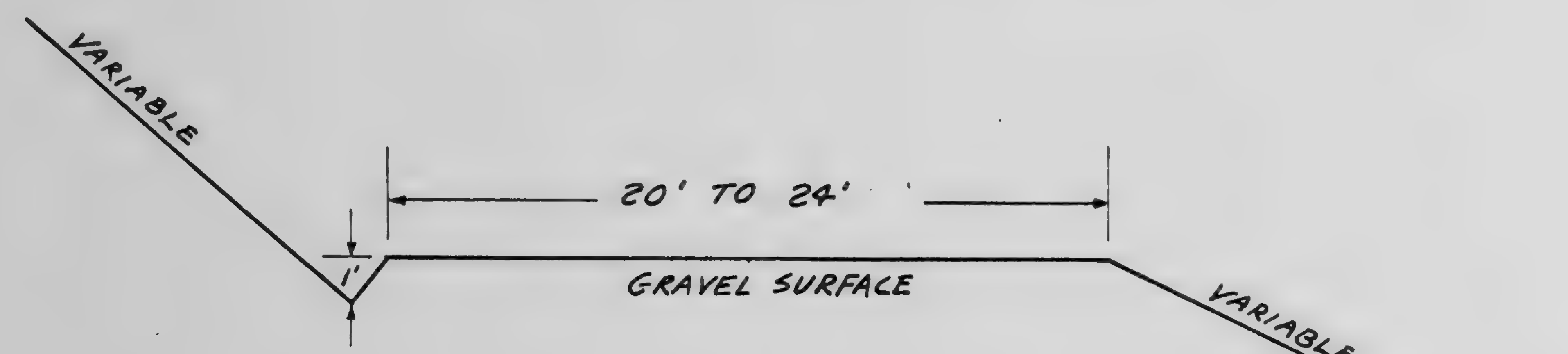
SCALE 1"=50'

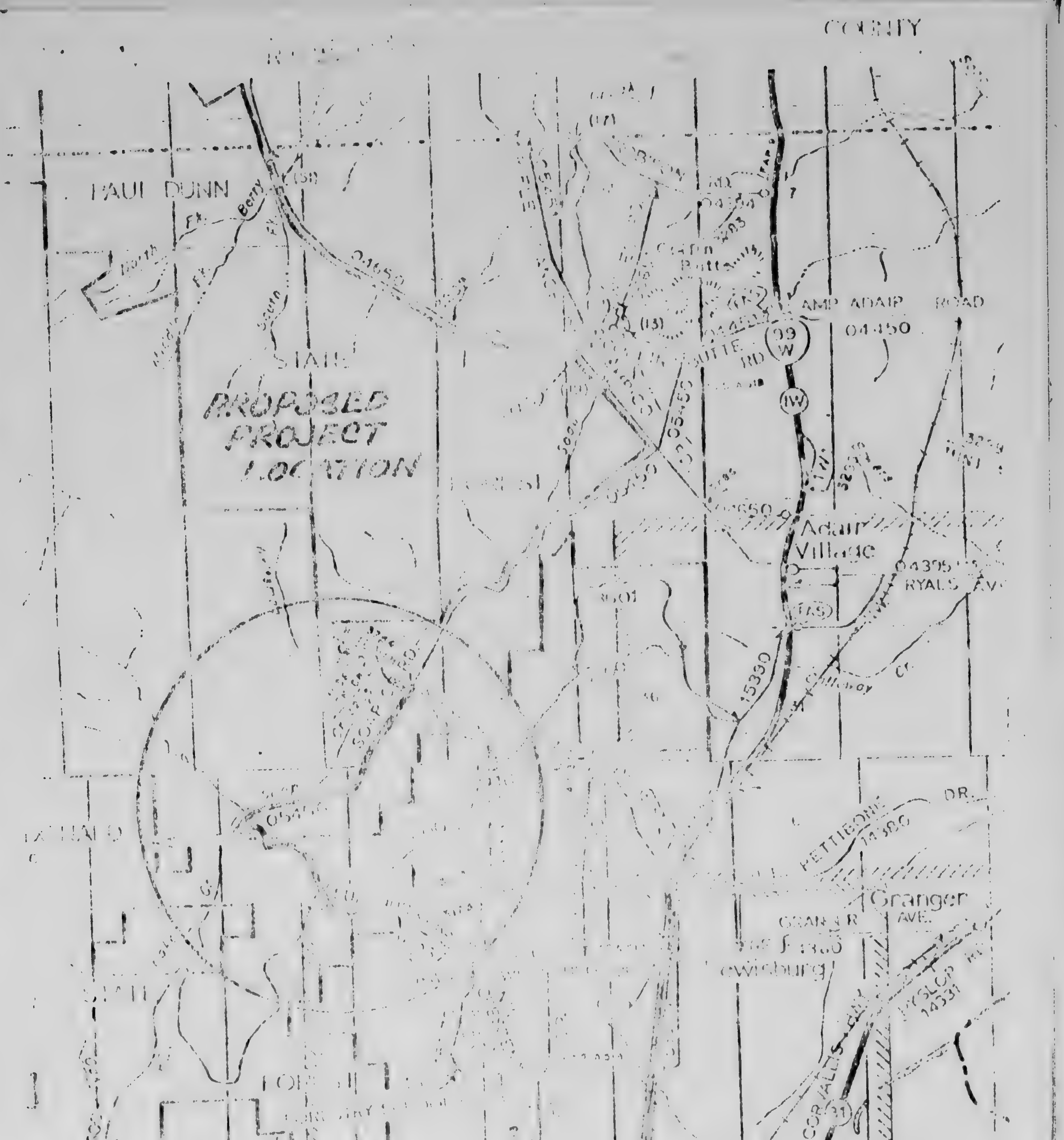

5'
11'
11'
5'
℄
-0.03 FT/FT
ARIABLE
2'
3:1
GRAVEL
SHOULDERS
2:1 OR LESS

O-11 ASPHALT MACADAM PAVEMENT
OR
OPEN GRADED COLD MIX PAVEMENT
OR
ASPHALT CONCRETE PAVEMENT

EXISTING ROADWAY SECTION

SULPHUR SPRINGS RD & SOAP CREEK RD


VARIABLE
1'
20' TO 24'
GRAVEL SURFACE
VARIABLE

COUNTY
PAUL DUNN
STATE
PROPOSED PROJECT LOCATION
FOREST
AMP ADAIR ROAD
04450
99W
RD
Adair Village
04395
RYALS AVE
Granger
AVE.
PETTIBONE
DR.
14380
Lewisburg
14331
ALBANY - CORVALLIS
31
14340
NE GARDEN AVE.
13
CORVALLIS

D/C SCR0001 4

Form (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section NW Lewis-Burg Ave. - Writsman Creek Road

Date June 27, 1978

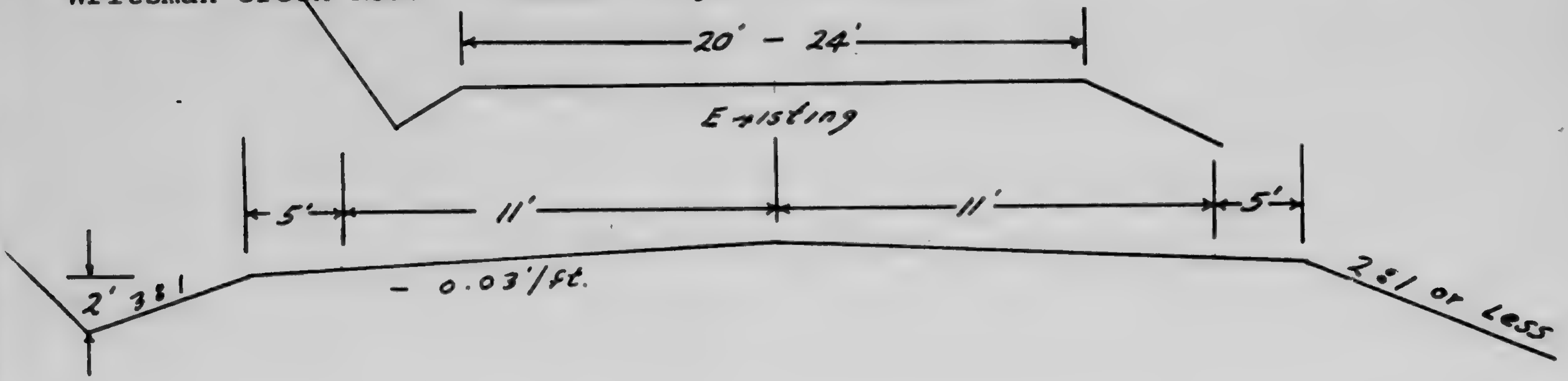
Highway Sulphur Springs Rd. & Soap Creek Road

Authorization No. 1

County Benton

Survey Prefix 202-1953 (Assigned by Salem office)

Description of termini, route, length, etc.: Beginning at MP 1 Sulphur Springs Rd, thence along Sulphur Springs Rd. the Soap Creek Rd. Jct., thence along Soap Creek Rd. to Writsman Creek Road. Overall length 3.67 miles.



Purpose of survey: Prepare plans, specifications and cost estimate for the widening, re-aligning, paving and making drainage improvements to the subject section.

N SOS-0200(1)
1-17-79

Estimate of cost:

Field	901	500
County	903	5,000
Final Design	905	1,000
Specifications	921	700
Environmental	923	300

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 7,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: John K Reid
Richard E. Nelson Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval: Frank E. Peapin
Location Engineer

Approved:
Tech. Serv. Engr. ~~Assistant State Highway Engineer~~

RECEIVED
JAN 24 1979
ACCTG. CONTROL

SP*23604-734

FEDERAL AID PROJECT REQUEST

Date May 24, 1978

Applicant Agency Benton County Department of Public Works

Request for: Off-System X, FAS-C ____, FAUS ____ Project

Federal Aid Route No. - Route Name Soap Creek Rd. (Co.Rd. 05450) & Sulphur Springs Rd (Co.Rd. 15037)

Project Name Sulphur Springs Road and Soap Creek Road Improvement Project

Project Length 3.67 Miles Project Location (Attach sketch map)

Project Description To improve Sulphur Springs Road from MP #1 (end of pavement) to Soap Creek Road junction and Soap Creek Road from Writsman Creek Drive to Sulphur Springs junction by widening, realigning and providing an all weather hard surface.

Average Daily Traffic 300 Design Speed 40 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 - 24 Travel Lanes 10'- 12' Shoulders 0

Medians None Parking None

Sidewalks None

Remarks A rural County Gravel Road

2. Desired Roadway Cross Section: (Attach sketch)

Width 32 Travel Lanes 11' Shoulders 5'

Medians None Parking None

Curbed Rural Section - no curbs Length Curb Radii N.A.

Sidewalk/Bikeway None

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40 Minimum 30 Maximum 60

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No x

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No x
Remarks County will acquire right-of-way with County funds per guideline.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? All required permanent signing will be installed by County forces at County expense.

4. **Permanent Striping:**

Include in project or by applicant? All pavement marking will be done at County expense.

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Public Works Department Office
2. Environmental	Public Works Department Office
3. Public Hearing	County Commissioners Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   ApplicantXX State____ Consultant____

2. Project construction engineering to be performed by:

Applicant_________ State X Consultant_________

3. Will applicant perform any work prior to or after award of contract?

Yes_________ No X

If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 220,000.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other Construction Engineering by State	20,000.00
Preliminary engineering	5,000.00
PROJECT TOTAL	$ 250,000.00

Remarks

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or BENTON COUNTY

By__________ By Larry Callahan

By__________ By [illegible]

By Dale A. Schrock 5-24-78

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date May 24, 1978

Section MP #1 Sulphur Springs Rd to Soap Creek Rd Jct. Writsman Creek Dr to Sulphur Springs Rd Jct.

Unit (if appl)

County Benton

City

Highway Sulphur Springs Rd/Soap Creek Rd.

County Hwy. No. 15360/05450

Termini: M.P.(if appl)

Length 3.67 Miles

Region

Construction Estimate $250,000
Program Amount

B. Purpose of Project: The proposed project is to improve Sulphur Springs Road from MP #1 to the Soap Creek Road junction and Soap Creek Road from the Sulphur Springs Road junction to Writsman Creek Road. The improvements proposed include widening, realigning, draining, and paving to provide a hard surfaced all weather road. Completion of the improvement would provide an all weather hard surfaced roadway between the rural residential area along Soap Creek and Corvallis.

C. Origin & History of Project: The project has previously been considered during the County's budgeting process, but has not been funded. People served by the road have requested in the past that the road be widened and paved.

D. General Description of Project: The proposed project is constructing a 32 foot wide roadway with two 11 foot travel lanes and 5 foot gravel shoulders on each side.

Alignment: New ______ Existing X ______ Combined ______

Typical Section: Existing: No. Lanes 2-10/12 Med. 0 ; Shldrs. 0 ; Parking no

Proposed: No. Lanes 2-11 ; Med. 0 ; Shldrs. 5 ; Parking no

Traffic: Existing Facility: Existing ADT 300 ; Projected ADT 500 ; Yr. 1990

Existing Level of Service Minor Collector

Proposed Facility: Projected ADT 500 ; Yr. 1990

Projected Level of Service Minor Collector

734-3953 (10-75)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 39

Acres 8.3; Type of Relocation Req. None; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:
The project will be designed to have balanced earthwork quantities. Commercial sources will provide surfacing materials. Waste materials from clearing and grubbing can be disposed of at the County landfill site.

Type of Structure(s):

None required.

Brief Description of River or Stream and Type of Involvement, if any:
Soap Creek Road parallels Soap Creek, a tributary of the Willamette River. The project will not involve Soap Creek.

Local City, County or COG priorities of project:
The proposed project has been approved as a priority project by Benton County.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

Design alternatives will be considered during the preliminary engineering study.

Other Descriptive Information or Comments:
The proposed street section is appropriate for the area to be served.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The terrain is moderately sloping to flat along Soap Creek with moderate to steep (10 to 40%) cross slope along the roadways. Soap Creek is the major drainageway along the Soap Creek portion of the project. Stream flow is approximately 1000 to 1500 cubic feet per second during flood stage. Sulphur Springs Road is in Baker Creek Drainage Basin a tributary to Soap Creek and the Oak Creek Drainage Basin. Vegetation varies from grass pasture land and various scrub soft woods and hardwoods along the creek to a forested area featuring primarily fir trees along Sulphur Springs Road.

2. Cultural:

The area along Soap Creek has been developed into small acreage tracts primarily serving as residential sites. Sulphur Springs Road passes through McDonald State Forest.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

The right-of-way to be acquired is insignificant compared to the typical parcel sizes.

2. Estimated Impact on Traffic Patterns:

A minor increase in leisure time traffic due to paving the existing gravel road.

Consequences--Air Quality, Noise, Safety, etc.:

The paving of the existing gravel road would eliminate the dust problems occuring during dry weather.

3. Estimated Impact on Land Use:

None

Consequences:

None

4. Expected Impact on Natural Ecological Resources:

Approximately 8 acres of existing forest and scrub vegetation would be converted to grassed roadside slopes.

Consequences:

Insignificant

5. Expected Impact on Cultural and Scenic Resources:

Clearing the brush from the roadside would improve the scenic view from the roadway.

Consequences:

Insignificant.

6. Preliminary Identification of Areas of Critical Concern:

None identified.

7. Potential for Controversial Issues:

Right-of-Way Acquisition.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No conflicts have been identified.

b. Noise Standards

No conflicts have been identified.

c. Water Quality Standards

Enforcement of standard specifications will assure protection of water quality during construction. No long term impacts have been identified.

d. Area Land Use and Transportation Plans, and Zoning

The proposed project does not conflict with any existing area land use or transportation plan or zoning.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
The proposed project has no significant environmental or cultural impact.

D. Recommended Project Category: ____ 1 ____ 2 ____ 3 ____ 4

1980 Geary Canal Br. Sec. of 9191
Lake of Woods Hwy. W. of Klamath
Falls (structure repair)

ROAD DESIGN SECTION 378-6553 DES 16

Dale Allen
Region IV Engineer, BEND

May 27, 1982

W. H. Wakerlig
Right of Way Descriptions Supervisor

Geary Canal Bridge Section
Lake of the Woods Highway
Klamath County

Versteeg
Henderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 1 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

We are forwarding herewith a reproducible map covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment

STATE COPY

cc: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Klamath	DIVISION Oregon
DATE OF REPORT 4-27-82	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. TQF-36(1)
COMPLETION DATE 5-13-81	ACCEPTANCE DATE BY CONTRACT AGENCY 11-6-81	TIME ELAPSED $\frac{125}{120} = 104$ %	CONTRACT TIME 120 calendar days
APPROVED EXTENSIONS None	LOCATION Approximately 11½ miles westerly from the City of Klamath Falls, Klamath County, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED STATE HWY ENGR APR 30 '82 REFER TO ORO Info Inves R/D D/R Sign Act File 5/3/82

NOTED W. E. SCHWARTZ

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GEARY CANAL BRIDGE
LAKE OF THE WOODS HIGHWAY
Structure Repair

This project provided for the substructure repair of the existing bridge.

The contractor required 125 calendar days to complete the work. This is 5 calendar days in excess of that allowed under the contract. The contractor was assessed $750 (5 days @ $150 per day) liquidated damages as a result of the overrun of contract time.

The final cost of the contract bid items was $263,992.78, or a 1.5 percent underrun of the contract bid amount of $267,997.00. The final cost of the project, including engineering and all changes, was $329,886.58.

The final cost of the project exceeded the original project authorization due to some deck joint work which was required to be done but was not included in the original contract, and some embankment sealing which was done. The embankment work was nonparticipating. This work was done to satisfy a long standing right-of-way obligation the Highway Division has with the adjacent land owner. The highway through this area serves as a dike to keep Klamath Lake waters from flooding improved farm land.

(continued)

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter		SIGNATURE Engineer G. K. Hossner	
TITLE Area Engineer	DATE [illegible]	TITLE Field Operations Engineer	DATE [illegible]

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

A final inspection of the completed work was made on June 15, 1981.

All participating work has been completed. All permanent signing and striping has been completed.

L.

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

12 3-8

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Const. Co. No. 9191	Geary Canal Bridge Klamath County	Nov. 6, 1981
M.C. Lininger & Sons, Inc. No. 9006	Siskiyou Blvd.-Park St. (Ashland) Jackson County	Nov. 6, 1981
Wildish Const. Co. No. 9304	Florence/Eugene Hwy. @ Fisher Rd. Lane County	Nov. 16, 1981
Hannan Bros. Construction, Inc. No. 8877	Walluski River Bridge Clatsop County	Nov. 16, 1981
Mid-Columbia Paving Co. No. 9312	Shaniko-The Dalles/Calif. Hwy. Wasco County	Nov. 17, 1981
Hamilton Const. Co. No. 9115	Rock Creek Bridges Columbia County	Nov. 17, 1981
Howard Logsden Logging No. 9275	Cecil Rock Production Morrow County	Nov. 18, 1981
Douglas S. Coats, Inc. No. 9276	Umatilla River-UPRR X'ing (Echo) Umatilla County	Nov. 19, 1981
Steeck Elect. Co. No. 9218	Ore. Coast Hwy. @ Rhododendron Dr. (Florence) Lane County	Nov. 30, 1981
Peter Kiewit Sons' Co. No. 8804	Long Prairie Rd.-Willow Flat Rd. Hood River County	Nov. 30, 1981
Babler Bros., Inc. No. 8798	Warren-Scappoose Columbia County	Nov. 30, 1981
Ross Bros. Const., Inc. No. 8558	Denny Road Intchge. Washington County	Nov. 20, 1981

Contractor and Contract No.	Section & County	Acceptance Date
Wildish Const. Co. No. 9031	Woodson Place-Main St. (Cottage Grove) Lane County	Nov. 30, 1981
Mill Plain Electric Inc. No. 9205	W. Portland Park & Ride Multnomah County	Dec. 1, 1981
Aubrey Mt. Const. Co. No. 9226	Mill Creek (Park) Bridge Polk County	Dec. 2, 1981

December 3, 1981 Keasey

C. T. Keasey, P.E., P.L.S.
Asst. State Highway Engineer

9191

November 20, 1981

Hansen & Rowland, Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

CON 5
#9191

Gentlemen:

On November 10, 1981, we wrote to you concerning release of final payment on Contract No. 9191 awarded to Hamilton Construction Company for structural repair on the Geary Canal Bridge on the Lake of the Woods Highway in Klamath County.

Final payment on this contract is $6,499.50 and the total contract amount is $263,242.75 including $559.07 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Hamilton Construction Company
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. T. Keasey
Walt Hart
Dale Allen

1141

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER
8-128
PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8/11/81

State
Oregon
County
Klamath
Project Number
TQF-36(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 10, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 355,000.00	$ 351,450.00
Federal funds	$ 312,900.00	299,993.51 [illegible] $ 309,555.00
Other revisions		

This modification is made for the following reasons: To release sufficient Appn Code 124 funds to cover overrun on final voucher of another project.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of August, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Asst. State Hwy. Engineer
(Title)

~~By~~ XXX For: H.S. Coulter
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

File

Oregon State Highway Division
Salem, Oregon August 18, 1981

Federal Aid Project
No. TQF-36(1)

Geary Canal Bridge
Lake of the Woods Highway
Klamath County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X021
Structure (Sta. 1622+75 to Sta. 1624+75)

Total of previous estimate of September 24, 1980 $304,631.00

Length of Structure -------- 0.038 Mi.

Federal Funds --------------$268,533.00
Reserve Federal Funds ------ ~~40,817.00~~ 40,860 81
TOTAL ~~$309,350.00~~ 309,393 81
State Funds----------------- ~~42,100.00~~ 41,473 19
TOTAL ~~$351,450.00~~ 350,867 00

Group 1-100%
Contract No. 9191
Prefix: 118-1097

7191

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10 - 97	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon STATE CO County Klamath Project No. TQF-36(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Geary Canal Br. SR-140, 9.93 mi. N. of SR-66

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-12-80	0.038
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 355,000.00	$ 312,900.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

~~BY~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G.L. GREEN

Date executed by Division Administrator

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 24, 1980

Federal Aid Project
No. TQF-36(1)

Geary Canal Bridge
Lake of the Woods Highway
Klamath, County

PROJECT AGREEMENT ESTIMATE

Type Code X021
Structure (Sta. 1622+75 to Sta. 1624+75)

Mobilization			All Required	$ 25,000.00
Temporary Protection and Direction of Traffic			All Required	4,223.00
Temporary Signs	127	Sq. Ft.	6.00	762.00
Flagmen	960	Hour	18.00	17,280.00
Bridge Alteration Work			All Required	17,000.00
Class "C" Asphalt Concrete	60	Ton	61.00	3,660.00
Furnish Pile Driving Equipment			All Required	30,000.00
Furnish Steel Shell Piling	3,660	Lin. Ft.	10.00	36,600.00
Drive Steel Pile Shells	3,172	Lin. Ft.	1.00	3,172.00
Structural Concrete, Class 3300	24	Cu. Yd.	All Required	5,000.00
High Early Strength Concrete	4	Cu. Yd.	All Required	12,000.00
Reinforcement	5,100	lbs.	All Required	4,500.00
Early Set Concrete Bridge End Panels	160	Sq. Yd.	80.00	12,800.00
Structural Steel	70,000	lbs.	All Required	73,000.00
Guard Rail, Type 2A	300	Lin. Ft.	19.00	5,700.00
Guard Rail, Type 3	100	Lin. Ft.	30.00	3,000.00
Guard Rail Anchors, Type 1	4	Each	380.00	1,520.00
Extra for Guard Rail Bridge Connections	4	Each	350.00	1,400.00
Rail End Pieces, Type C	4	Each	90.00	360.00
Asphalt Membrane	580	Sq. Yd.	19.00	11,020.00
				$267,997.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 400.00
	SUBTOTAL	$268,397.00
	Engineering	36,234.00
	TOTAL	$304,631.00

Length of Structure ---------- 0.038 mi.

Federal Funds (88.15%)--------$268,533
Reserve Federal Funds -------- 44,367
Total ---------------------- 312,900
State Funds ------------------ 42,100
Total ----------------------$355,000
Group 1 100%
Contract No. 9191
Prefix 118-1097

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Geary Canal Bridge	WEEK ENDING May 29, 1981	SECTION PREFIX 118-1097
HIGHWAY Lake of the Woods	COUNTY Klamath	
NAME OF JOB Geary Canal Bridge	KIND OF WORK Structural	
CONTRACTOR Hamilton Construction Co.	CONTRACT NUMBER 9191	FEDERAL AID PROJECT NUMBER TKF-36(1)
DATE OF CONTRACT September 16, 1981	DATE WORK STARTED November 18, 1980	ESTIMATED COMPLETION DATE May 13, 1981
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 120	WORK DAYS USED CALENDAR DAYS USED 125
PROJECT AUTHORIZATION: $ 304,630.60	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 104%
EXCLUSIVE OF ENGINEERING: $ 280,474.87	ENGINEERING AUTHORIZATION $ 24,155.73	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 296,251.85	ENGINEERING COST TO DATE $ 13,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT OVERRUN ~~XXXXXXXX~~ 5.6 %	PERCENT OF AUTHORIZATION 55.9 %	DATE PROJECT WAS COMPLETED May 13, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	#7371							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Rain	125		
MONDAY 25	Partly Cloudy	"		K
TUESDAY 26	" "	"		RECEIVED
WEDNESDAY 27	Fair	"		JUN 1 1981
THURSDAY 28	"	"		
FRIDAY 29	"	"		
SATURDAY 23	Cloudy	125		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	
MONDAY 25	NO ACTIVITY
TUESDAY 26	NO ACTIVITY
WEDNESDAY 27	NO ACTIVITY
THURSDAY 28	NO ACTIVITY
FRIDAY 29	NO ACTIVITY
SATURDAY 23	

REMARKS

[redacted] Project completed, Wednesday, May 13, 1981. Semi-final should be submitted by June 5.

SIGNED Wayne F. Coline, Resident Engineer LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9111

L.

CON 5

DATE: May 29, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. [illegible](1)

Contract [illegible] completed [illegible] 1981

Project [illegible]

Highway [illegible]

County [illegible]

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ______________________

Dale E. Wilken
Division Administrator

[illegible]:nk

cc: L. S. Coulter
C. T. Keasey
Dale Allen
R. D. Church

RECEIVED
STATE HWY ENGR
JUN 1 '81
REFER TO
FOR
Info | [illegible] | [illegible] | [illegible] | [illegible] | Act | File

STATE COPY

cy: State (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Klamath	DIVISION Oregon
DATE OF INSPECTION 12-19-80	INSPECTION MADE BY Original Signed by D. B. Carter David B. Carter, Area Engineer		PROJECT NO. TQF-36(1)

IN COMPANY WITH W. Cobine, Res. Engr.; W. Bartell, Asst. Res. Engr.; R. Pool, Region 4 Construction Engr.; OSHD

LOCATION Approximately 11½ miles westerly from the City of Klamath Falls, Klamath County, Oregon

RECEIVED
STATE HWY ENGR
DEC 24 '80
REFER TO Keasey
FOR
Info Inves R/D D/R Sup Act File

12/24
wx

CONTRACTOR NAME AND ADDRESS Hamilton Construction Co., P.O. Box 659, Springfield OR 97477

AWARD DATE 9-16-80	CONTRACT AMOUNT $267,995.00	TIME ALLOWED 120 calendar days	TIME STARTED 9-29-80	WORK STARTED 11-11-80
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 63	WORK COMPLETED 20	

REMARKS

GEARY CANAL BRIDGE
LAKE OF THE WOODS HIGHWAY
Structure Repair

This project provides for the substructure repair of the existing bridge.

The contractor was driving the southeasterly piling at Bent No. 7 at the time of this inspection using a Vulcan No. 1 pile hammer. Work at Bents 8 & 9 have been completed.

The piling driving is progressing as anticipated except that two piling at abutment No. 9 were driven to slightly over 200 feet. The other two piling at this bent were driven to approximately 90 feet. Piling at Bents 7 & 8 are being driven to approximately 105 feet to 120 feet. The estimated pile length at Bents 7, 8, & 9 was 115 feet. Generally, the piling are driven to near bearing and allowed to set as per Section 503.3(g) and rechecked after the "set period". The piling, except for the two at Bent #9, have attained minimum bearing when checked after the initial set period. The two longer piling at Bent No. 9 also attained bearing after the second set period after being driven to the greater depth.

The construction signing was reviewed and found to be adequate. One way traffic is being maintained during pile driving operations.

Previous Editions of PR-33A will Not Be Used.

Form FHWA 121 (1/80)

L

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project TQF-36(1)
Geary Canal Bridge, Lake of the Woods
State Force Order No. 2, Contract 9191
Klamath County

Date: December 11, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed State Force Order No. 2 regarding the sealing of the highway embankment to prevent water seepage through the embankment onto adjacent property.

We understand this work involves maintenance obligations of long standing resulting from a previous right of way agreement. Therefore, the work is considered to be a maintenance activity and as such is not eligible for federal aid funding.

Enclosed is State Force Order No. 2, which is not approved.

for G. L. Green

Attachment

RECEIVED
STATE HWY [illegible]
DEC 12 '80
REFER TO

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project TQF-36(1)
Geary Canal Bridge, Bridge 7371A
Lake of the Woods Highway
Klamath County

Date: August 12, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.8-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

As requested in Mr. Walter J. Hart's letter of July 30, 1980, I approve the advance plans for the subject structure.

Funding for this structure has been established by your Operations Programming Engineer utilizing Transition Quarter Primary Funds.

G. L. Green

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
AUG 13 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
Br. 7371A

July 30, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center St. N.E.
Salem OR 97301

Your File Ore.Proj. TQF-36(1)
HBR-OR

NOTED
E. S. HUNTER

Geary Canal Bridge
Lake of the Woods Highway
Klamath County
Bridge 7371A

Enclosed are two prints of drawings 35377, 35369, 35378, 35379 and 34057 which are the advance plans and vicinity map for the subject structure. Also enclosed are two copies of the foundation report, which has the hydraulic report in the appendix; a letter from Wayne Cobine, Resident Engineer; a letter from Robert Ore, Bridge Supervisor; and the latest inspection report.

An in-depth review, as requested in your letter of June 26, 1980, has been made with the following considerations.

1. The structure has a low sufficiency rating and is scheduled to be replaced using HBR funds. Recently the divers working on our bridge inspection program bored the piles supporting this bridge and found a number of rotten piles. Temporary repairs were immediately initiated to allow the bridge to remain open to traffic.

2. The deck and beams have a rating of 8 on all the inspection reports dating back to 1975. Prior to that time the superstructure was rated lower because of the timber approach spans. These spans were removed in the summer of 1974.

3. The timber piles and caps, both with considerable rot, control the load rating for the bridge.

4. Concrete cores taken from the deck have been analyzed for chloride ion content and found to contain 0.3 pounds per cubic yard. A section of A.C. was removed and the deck examined (see accompanying letter of June 23, 1980). The deck is sound.

Form 734-3122

5. The 14-mile section of highway on which this structure is located is oil surfaced with a pavement width from 22 to 24 feet and 2 to 4-foot rock shoulders. There are no plans to widen this section of highway in the forseeable future.

6. Records for the last 5 years show there have been no accidents at the bridge on either end.

7. The 26-foot roadway is acceptable, according to AASHTO standards, for bridges to remain in place on a highway with this traffic count (1800 ADT).

8. Analyzing the bridge using load factor design, the superstructure meets an HS20 loading criteria.

We considered four alternates for the reconstruction of this bridge.

1. Rebuild substructure using existing superstructure with the 26-foot roadway. This would result in a structure with an HS20 design loading and a life expectancy of at least 20 years. The estimated cost of this alternate is $325,000.

2. Rebuild substructure using existing superstructure and widen to a 40-foot roadway. This would also have an HS20 design loading with a life expectancy of at least 20 years. The estimated cost of this alternate is $920,000.

3. Construct a new 200-foot long structure with a 40-foot roadway designed for HS20 loading. The estimated cost for this alternate is $945,000.

4. Build a culvert and 200-foot long embankment with a 40-foot roadway. The estimated cost for this alternate is $523,000.

Any of the alternates for a 40-foot roadway (alternates 2, 3, or 4) would require fill in the lake and additional right of way which means an environmental impact study would be required. The culvert alternate would be very difficult if not impossible to get approved by the fish and game people.

We are proposing to rebuild the structure (alternate 1) as shown on the accompanying set of drawings. This structure could be widened in the future if required.

We request your approval of our plan and your concurrence that this project is eligible for HBR funding.

Walter J. Hart
Bridge Engineer

Enclosures

cc E. S. Hunter
D. H. Moehring
D. O. Christensen /w/ 1 set prints
Dale Allen /w/ 1 set prints

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project TQF-36(1)
Geary Canal Bridge
Lake of the Wood Highway
Klamath County

Date: June 26, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your program to reconstruct the substructure of the Geary Canal Bridge on the Lake of the Woods Highway. Our Area Engineer has recently been to the bridge site and our Bridge Engineer inspected the structure with Mr. Coder in November of 1977. Both agree that there are major problems at the site.

We feel the expenditure of $325,000 to maintain a substandard structure in a substandard roadway section on a road that now has heavy logging and farm truck traffic appears to point to an in-depth review of whether this is the proper way to proceed.

Please note the last bridge inspection report we have (SI&A sheet, dtd 9-7-78) shows the structure has a sufficiency rating of 11.5. Item 58 of the SI&A sheet indicates some work is necessary on the deck and under Item 59 the superstructure condition is Poor, requiring extensive work. The appraisal rating of the structure condition is 2, and this indicates an intolerable condition. Please note also the design is for H15 loading. Has this 200 foot long structure constructed in 1953 outlived the route requirements?

We are returning your program for additional consideration.

G. L. Green

Attachment

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR

JUN 30 '80

REFER TO [illegible]

FOR

Info	Inves	R/D	D.R.	Sign	Act	File
					X	

f

270

ENVIRONMENTAL REVIEW CHECKLIST

Sept 11,
~~Aug 28~~
~~July 24~~, 1980 Bid Letting ______ All Clear Deadline

ALL CLEAR 6/11/80
Donald L Trant

SECTION Geary Canal Bridge
Highway Lake of the Woods
County Klamath Region 4
Type of Work G-P-Culvert Funds HBR
State ____ Consultant ____ Plans Avail. ___Yes ___No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
EIS	☒				
Negative Declaration	☒				
Project Assessment		☒			☒
Write-off Letter	☒				

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Division of State Lands	☒				
D.O.G.M.I.	☒				
Corps of Engineers		☒			☒
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				
Fish + Wildlife		☒			☒

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Cultural Survey	☒				
Cultural Salvage	☒				

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
Noise Study	☒				

~~RU 6 16 80~~

270

June 10, 1980

Department of Fish & Wildlife
506 SW Mill Street
Portland, OR

Attention: Brent Forsberg

Dear Brent:

Re: Bridge Repair Work
Geary Canal Bridge
Lake of the Woods Highway
Klamath County

The Geary Canal Bridge northwest of Klamath Falls is in need of immediate repair work. The upper portion of the existing timber piling has deteriorated and must be replaced. The attached sketch typical section shows the proposed work. The existing timber piling will be cut-off just below the water surface. The existing piling will remain in place below this point. Above the cut-off new steel piling will be installed with new steel cross bracing and a new steel cap. There will be no removal or filling involved in this proposed operation so we will not go through the Division of State Lands' permit process.

This proposal is being sent to you for your review and for any comments you may have that should be included in the project specifications.

Since our time is very short until we advertise for bids, your early reply would be appreciated - a phone call would be fine. May we thank you in advance for your assistance.

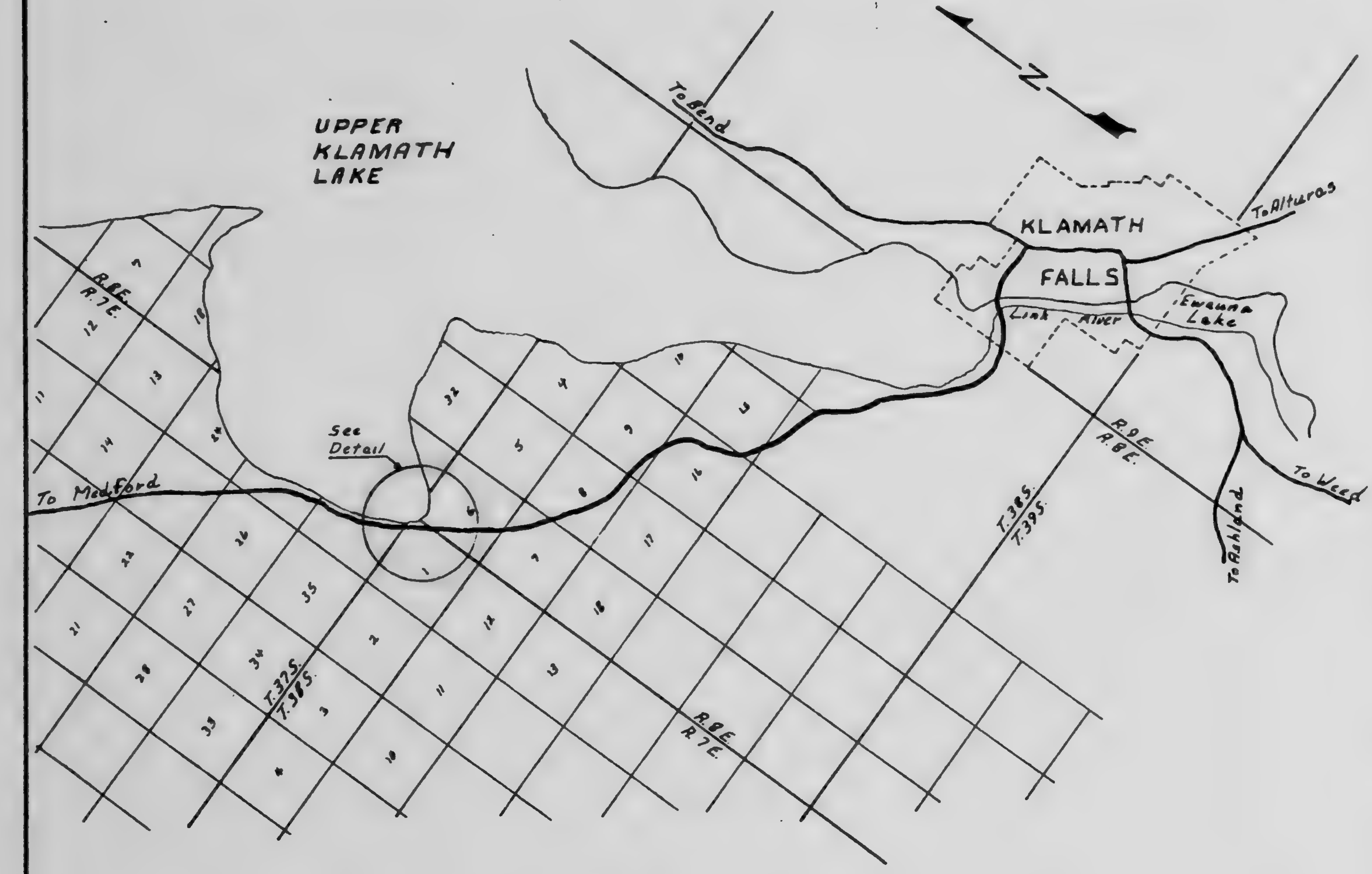
Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Donald L. Trout
Final Project Development Coordinator

6-10-80
Forsberg to Trout by phone. Proposal OK w/Fish & Wildlife. DLT

DLT:ab


UPPER KLAMATH LAKE
KLAMATH FALLS
Link River
Ewauna Lake
To Bend
To Alturas
To Weed
To Ashland
To Medford
See Detail
N
R.8E.
R.7E.
R.9E.
T.37S.
T.38S.
T.39S.

Vicinity Map
Scale : 1" = 2 mi.

FORM 734-3136 (Rev 7/78)

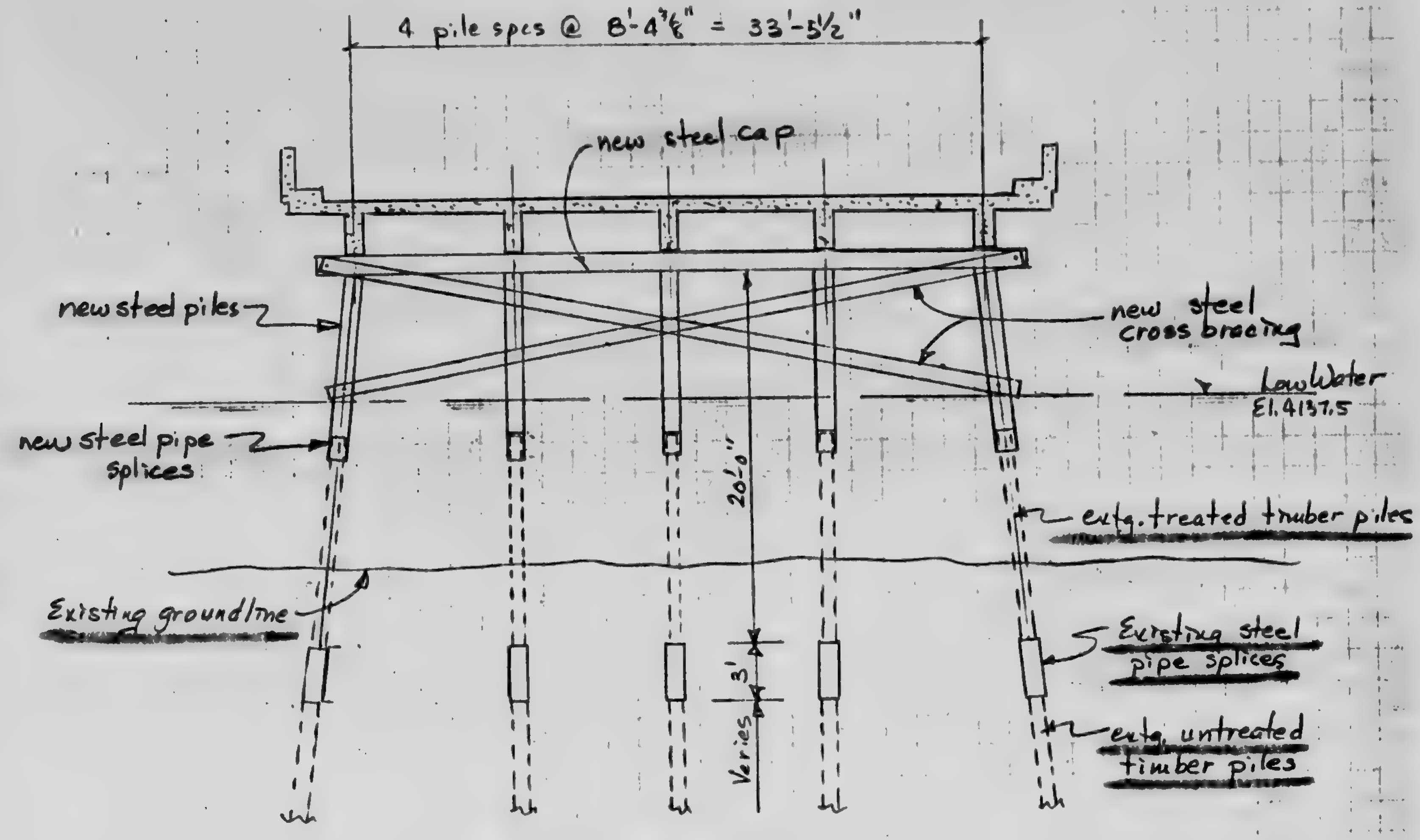
BRIDGE DESIGN UNIT
Oregon State Highway Division

Sheet ....

Bridge Geary Canal .... County Klamath

Calculations by TJS .... Date 6/6/80 .... Bridge No. 7371

SP*67746-734


4 pile spcs @ 8'-4 7/8" = 33'-5½"
new steel cap
new steel piles
new steel cross bracing
Low Water
El. 4137.5
new steel pipe splices
20'-0"
extg. treated timber piles
Existing groundline
Existing steel pipe splices
3'
Varies
extg. untreated timber piles

Typical Section

Scale: 1" = 10'-0"

7/1/1

370

William Zirbes
Signal Engineer

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

May 12, 1980

Geary Canal Bridge
Lake of the Woods Highway
Klamath County

This is to notify you that temporary traffic signals will be necessary on this project to control one-way traffic during construction. The purpose of the project is to remove the old existing bridge and replace it with embankment and a 108-inch equalizer pipe. The project is scheduled for a November 20, 1980, bid letting.

Attached is a sketch map showing the limits of the project. Contact Bud Mann for any additional information needed.

NEM:ab
cc: N. E. Mann
W. G. Beard

April 14, 1980

ADC 2-6

The Honorable Robert B. Duncan
Member of Congress
2447 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Duncan:

In our April 10 conversation, I promised to send you some specific information as to the impact of the obligation ceiling imposed by the Federal Highway Administration on our highway program.

We have been given a limit of $25.102 million against which to obligate work between now and October 1, 1980. As a result, we have had to review our proposed contracting and remove approximately $25 million of work from our schedule.

In some respect, we are fortunate in that we have approximately $15 million worth of work previously obligated that is no longer appropriate to proceed with during this time period, so we can "de-obligate" the $15 million worth and apply it to projects that are on our schedule. Had this not been the case, we would have had to defer an additional $15 million worth of projects.

The following is a listing of the larger more significant projects deferred:

N. Jefferson Interchange - N. Albany Interchange Interstate 5 - Safety, L. Bnd.	$ 4,000,000
Cannon Beach Jct. - Necanicum Sunset, Clatsop Co., Overlay-Widen-Sign -	$ 3,043,000
Hackett Drive - Crescent The Dalles-California, Klamath Co., Overlay	$ 2,000,000
S. Canfield Interchange E. Portland Fwy. - I-205, Multnomah Co., SW & NW Streets	$ 4,000,000

S. Canfield Interchange (Phase 2) E. Portland Fwy. - I-205, Multnomah Co., G-P-Sign	$ 7,100,000
Mohler [illegible] [illegible], Tillamook County	$ 750,000
[illegible] Creek Bridge, [illegible], Douglas Co.	$ [illegible]
Geary Canal Bridge, Lake of the Woods, Klamath County	$ 350,000
Powers Wayside Section, Powers, Coos County	$ 1,200,000
Total	$[illegible]

The above all represent needed and important improvements to the system and jobs for which we have sufficient Federal funds apportioned. The largest consequence of this impoundment is a delay in opening I-205 from a scheduled December 1982 to about August 1983.

Sincerely,

F. B. Klaboe
Director

cc: The Honorable Victor Atiyeh
Oregon Transportation Commission

bc Ron Linton
bc: H. S. Coulter

LWR:pf jv

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

April 11, 1980

In Reply Refer to
File No.: ACC 9-5

Mr. Noel Klein, Sr. Staff Associate
League of Oregon Cities
P.O. Box 928
Salem, Oregon 97301

Mr. William Penhollow, Exec. Assistant
Association of Oregon Counties
P.O. Box 2051
Salem, Oregon 97308

SUBJECT: Impact of Federal Spending Cuts
in the Highway Program

Gentlemen:

You have all heard or read about various actions undertaken by the Federal Government apparently intended to balance the Federal Budget and/or reduce the outflow of dollars to fight inflation.

So far we have determined the impact on the Oregon highway program will be a reduction in projects proposed to contract between now and October 1 of approximately $25 million.

The following are the larger, more significant projects, we have deferred:

N. Jefferson Interchange - N. Albany Interchange Interstate 5 - Safety, N. Bnd.	$4,000,000
Cannon Beach Jct. - Necanicum Sunset, Clatsop County, Overlay-Widen-Sign	$3,043,000
Hackett Drive - Crescent The Dalles-California, Klamath Co., Overlay	$2,006,000
S. Banfield Interchange E. Portland Freeway, Multnomah Co.,SW & NW Sts.	$4,090,000
S. Banfield Interchange (Phase 2) E. Portland Freeway, Multnomah Co., G-P-Sign	$7,100,000
Mohler O'Flow, Necanicum, Tillamook County	$ 750,000
Dean Creek Bridge, Umpqua, Douglas County	$ 580,000
Geary Canal Bridge, Lake of the Woods, Klamath County	$ 550,000
Powers Wayside Section, Powers, Coos County	$1,066,000

Form 734-3122

Barring any further Federal restrictions or fund shortage, we anticipate that we will be able to contract as previously scheduled our remaining work and the local projects such as Federal Aid Urban Projects and the County Federal Aid Secondary Projects.

We have been advised to expect Federal restrictions on the amount of work that we can contract during the next Federal Fiscal Year (October 1, 1980 - September 30, 1981). However, we do not know at this time the extent of these restrictions or their impact on our planned program.

We will keep you advised of any significant further changes as they occur.

Sincerely,

L. W. Rulien
Executive Assistant to
State Highway Engineer

LWR:pf

cc: AGC, Portland
American Public Works Association
All Cities
All Counties
Branch and Section Heads
Region Engineers

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 19, 1978

FROM: Richard L. Lenz
Hydraulics Engineer

SUBJECT: Geary Canal Bridge
Lake of the Woods Highway
Klamath County

TO: FILE

Geary Canal is located at the southerly tip of Howard Bay in Upper Klamath Lake. The canal is basically a narrow inlet of the bay approximately one mile in length. At the southerly end of the canal there are located two diversion canals which are serviced by two 36-inch culverts as well as several large irrigation pumps. The highway crossing is about 0.3 mile from the northerly end of the canal and is a structure consisting of eight 25-foot reinforced concrete deck girder spans set on timber piling which are rotting away.

The only runoff area to be considered as contributing to the canal drainage itself is the easterly steep timbered slope of the ridge paralleling the southwesterly side of the canal and the Wocus drainage canal leading to Geary Canal--about two square miles of drainage. The remainder of the drainage area drains into the enclosed marsh land, which is being farmed by the Running "Y" Ranch, and is absorbed into the ground water table. The largest amount of runoff to be expected at any one time usually occurs from substantial snow pack on the steep slope mentioned above when it is subjected to chinook winds and/or warm rains. If this causes a flooding problem on the marsh land which the Running "Y" Ranch can't stand, they will pump from the area into the canal. The canal acts as a reservoir, so that even with all pumps operating there will be no particular runoff crest seen at the bridge site.

A 50-year frequency runoff is estimated to be about 15 cfs. The controlling design flow to be used will be the water permit for 60.4 cfs given to the Running "Y" Ranch to be removed at the point of diversion which is about 0.7 mile southerly of the highway crossing. They are presently trying to get this permit increased to about 80 cfs. Most of the time they are reusing the waste water from their own irrigation so that the full water permit is not utilized. Since there are many acre-feet of storage between the bridge site and the pump/diversion site, the full effect of drawdown is not seen at the bridge site so any design based on the water rights will be conservative.

The only problem experienced by the Running "Y" Ranch with their 36-inch culverts has been obstruction from tule floats which they now handle with grates and float logs at the inlets of the culverts. If a short span bridge is not used for replacement of the existing structure, it is suggested that a single 60-inch culvert be placed at an elevation which will place the crown of the culvert at least one foot below a low water elevation on the lake of approximately 4139 feet MSL. This will allow passage of water and remove the problem of the tule floats. Since foundation for the culvert could be a problem, it is expected that the culvert will be subjected to unusual stresses, which could cause crushing or deformation as well as uneven settlement. There are several construction approaches to the problem but, in any case, it is suggested that the gage thickness of the culvert be increased to 10-gage(?) and that the culvert be strutted for support against crushing in both a vertical and a horizontal direction. If the culvert is benched into the westerly hillside, the skew angle of approximately 45 degrees to the roadway alignment will subject the culvert to twisting stresses as the embankment settles during and after construction.

RLL:jp

cc F.E. Terpin
Dale Allen
D.O. Christensen
Walt Hart

Versteeg ✓
Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Anderson
RECEIVED
OCT 19 1978
ENGINEERING SECTION
Trout
Do Not File
Return To
Bring Up / /
Action

REFERRED TO
Beard
Cole
Erikson
Hager
Staudenmeyer
Sample ✓
Watson
Dorn
Leu
Due
Return Discuss Do [✓ File Copy]
BY FINAL DESIGN ENGINEER

4/27/78

NOTED
E. S. HUNTER

SBR Proj's that can be contracted by Sept. 78 in addition to the scheduled projects – Millican Cr. #600,000 & 2nd St. La Grande # 1,600,000.

Priority #

1. Walluski R. Br. #1,100,000
   Field work complete
   R/W clear. [illegible]
   With some effort should be
   able to clear R/W
   Const. [illegible]
   for [illegible]
   be [illegible]
   Bridge [illegible]
   we can [illegible] know
   it is [illegible] proj. for Sept.

2 Sager Cr. and [illegible] #550,000
   [illegible]
   [illegible]
   3 [illegible] for R/W & [illegible]

3. Rattlesnake Cr. [illegible] Cr. [illegible]
   [illegible]
   John Day R. #[illegible]80,000

Surveys complete
3-4 months for R/W and design

4. Geary Canal [illegible]
1 month [illegible]
No R/W
[illegible] design — # [illegible]50.000

5. N. & S. [illegible] # [illegible]70.000
Survey Complete
R/W [illegible]
[illegible]
[illegible]

6. [illegible] # 600.000
Plans complete — PSE June
(Time [illegible]
[illegible])

cc Herb Schell
Walt Hart.
Info given Schell by telephone 4-28-78
ESH.
4-28-78

1980 Coburg (Stuart Way) 9192
Section in Coburg
(grading & paving)

CXA 7210 1-29-80

1172

February 8, 1983

Mr. Robert Muir
Department of Justice
100 Justice Building
Salem, OR 97310

CON 5
#9192

Dear Mr. Muir:

As requested, attached is a copy of Contract No. 9192 awarded to Eugene Sand & Gravel, Inc., for work on Stuart Way in Coburg, Lane County.

Also attached is a copy of the Report of Action Under Delegated Authority from the Oregon Transportation Commission minutes of December 22, 1980, which includes Contract No. 9192, and a copy of the contract acceptance letter dated December 8, 1980.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Attachments

DAVE FROHNMAYER
ATTORNEY GENERAL

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

January 24, 1983

RECEIVED
STATE HWY ENGR
JAN 26 '83
REFER TO. [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

NOTED
H.S.COULTER

H. Scott Coulter
State Highway Engineer
Highway Division
110 Labor & Industries Building
Salem, Oregon 97310

Re: System 99 v. Eugene Sand & Gravel v. State of Oregon

Dear Mr. Coulter :

This is to inform you that the above entitled matter has been filed in Lane County Circuit Court. Named defendants include Eugene Sand & Gravel and the State of Oregon.

The matter concerns alleged damage of about $10,000 to a truck and trailer on November 4, 1980, at site of construction on Coburg exit at Frontage Road. Plaintiff sues contractor, who sues State.

I have assigned this case to Trial Attorney Robert Muir, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRMc:mj

cc: Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Contains Recycled Material

1112

2.

OREGON STATE HIGHWAY DIVISION

DATE May 26, 1981

FINAL
ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1980

Contract # 9192

Construction Prefix 320-1730

P.E. Prefix 320-1452

Street Stuart Way (Pearl to Delaney)

City Coburg

CONSTRUCTION COSTS:		
* Payments to Contractor	$ 19,495.25	
Const. Engineering & Contingencies	1,636.64	
TOTAL CONSTRUCTION COSTS		$21,131.89
PRELIMINARY ENGINEERING COSTS:		
State Share P.E.	$ 2,318.99	
City Prorated Share	-0-	
TOTAL P.E. COSTS		$ 2,318.99
TOTAL PROJECT COSTS		$23,450.88
Less: Agreed State Share		
State Share P.E.	$ 2,318.99	
State SCA Share	21,131.89	
TOTAL AGREED STATE SHARE		$23,450.88
AGREED CITY SHARE		$ -0-
CITY ADVANCE DEPOSIT		$ -0-
NO COST TO CITY		$ -0-

Reference: Outside Billing NONE

* Includes $3.90 interest on retainage.

cc: Jack Ayres
Jan Peterson

```
TOTAL TO DATE JOB COST SUMMARY                                                  MARCH 1981       PAGE  484

                                                                                  FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX      FUNCTION   GR   CURRENT MONTH   YEAR TO DATE     TO DATE
                                    301   1458     922      00 A                      20.02          20.02
                                    301   1458     927      00 A                      22.96          22.96
                                               ** JOB TOTALS **            **        759.58   **    886.47  **

                                                                                                       STATE
  SW BIRCH MAIN ST (WARRENTON)   CONT NO      * FA PROJ NOS
                                    304   1441     910      00                                      268.47
                                               ** JOB TOTALS **            **                 **    268.47  **

                                                                                                       STATE
                                 CONT NO      * FA PROJ NOS
                                    308   1422     295      00                      4,247.11       4,247.11
                                    308   1422     296      00                      4,247.11CR     4,247.11CR
                                    308   1422     905      00                                         3.00
                                               ** JOB TOTALS **            **                 **      3.00  **

                                                                                                       STATE
  SISTERS MAIN ST                CONT NO        FA PROJ NOS
                                    309   1479     901      00                                      457.76
                                    309   1479     911      00                                       12.00
                                               ** JOB TOTALS **            **                 **    469.76  **

                                                                                                       STATE
  BELMONT RD-HOOD RIVER HWY      CONT NO        FA PROJ NOS
                                    314   1497     901      00         112.54       2,961.84       7,636.69
                                    314   1497     909      00       1,103.07       1,462.39       1,46[illegible]
                                    314   1497     910      00                         97.56         160.8[illegible]
                                    314   1497     911      00                        294.34         334.65
                                    314   1497     913      00          65.27         242.85         2[illegible].30
                                    314   1497     914      00                        206.49         20[illegible].49
                                    314   1497     950      00                        110.81         110.81
                                               ** JOB TOTALS **      1,280.88  **   5,376.28  **   1[illegible]  **

                                                                                                       STATE
  PEARL-DELANEY (COBURG)         CONT NO      * FA PROJ NOS
                                    320   1452     901      00 Res Engineer              67.80         122.54
                                    320   1452     905      00 Final Design             627.82       1,21[illegible]
                                    320   1452     910      00 Soils & Geology                       553.50
                                    320   1452     921      00 Specifications           405.07         405.07
                                    320   1452     922      00 Admin Svcs, engineering   21.22          21.22
                                               ** JOB TOTALS **            **      1,121.91  **   2,318.99  **

                                                                                                       STATE
                                 CONT NO      * FA PROJ NOS
                                    321   1490     905      00                                        [illegible].50
                                    321   1490     921      00                                        96.37
                                               ** JOB TOTALS **            **                 **     9[illegible]  **

  7TH ST & BEACH ST(YACHATS)     CONT NO      * FA PROJ NOS
                                    321   1497     901      00                          83.44      [illegible]462.[illegible]
```

3-81

```
TOTAL TO DATE JOB COST SUMMARY                                                   MARCH 1981        PAGE  490

                                                                                    FISCAL           GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH      YEAR TO DATE        TO DATE
                                      315   1728       900     00                                           15.84
                                                 ** JOB TOTALS **                 **                **      15.84  **

  EAGLE POINT-MAIN ST TO SO CIT CONT NO          FA PROJ NOS                                                          STATE
                                      315   1729       900     00        12,500.00          12,500.00       12,500.00
                                                 ** JOB TOTALS **        12,500.00  **      12,500.00  **   12,500.00  **

  PHOENIX PAYMENT 1ST ST          CONT NO          FA PROJ NOS                                                          STATE
                                      315   1730       900     00        12,500.00          12,500.00       12,500.00
                                                 ** JOB TOTP_S **        12,500.00  **      12,500.00  **   12,500.00  **

  CITY OF BONANZA-MAIN & MISSIO CONT NO          FA PROJ NOS                                                          STATE
                                      318   1710       900     00                           12,500.00       12,500.00
                                                 ** JOB TOTALS **                   **      12,500.00  **   12,500.00  **

  MALIN - "D" CANAL               CONT NO          FA PROJ NOS 0000000000     0000000000                                STATE 100
                                      318   1712       900     00                           14,320.00       14,320.00
                                                 ** JOB TOTALS **                   **      14,320.00  **   14,320.00  **

  FLORENCE-SPRUCE ST              CONT NO          FA PROJ NOS                                                          STATE
                                      320   1729       201     00                                           24,075.96
                                                 ** JOB TOTALS **                   **                 **   24,075.96  **

  COBURG(STUART WY)               CONT NO 9192 = FA PROJ NOS                                                            STATE
                                      320   1730       201     00  Payment to Contractor   19,491.35       19,491.35
                                      320   1730       206     00  Interest in final payment    3.90            3.90
                                      320   1730       900     00  Engineering              1,636.64        1,636.64
                                                 ** JOB TOTALS **                   **      21,131.89  **   21,131.89  **

  SW 51ST-LINCOLN CITY            CONT NO          FA PROJ NOS                                                          STATE
                                      321   1716       900     00                           12,500.00       12,500.00
                                                 ** JOB TOTALS **                   **      12,500.00  **   12,500 00  **

  DEPOE BAY-ELLIGSON ST&COAST A CONT NO 0000 = FA PROJ NOS                                                              STATE
                                      321   1717       201     00                                           23,662.14
                                      321   1717       203     00                                              600.00CR
                                      321   1717       204     00                                            1,132.55CR
                                      321   1717       204     00 -                                          1,132.55
                                      321   1717       206     00 -                                              9.78
                                      321   1717       295     00                                            5,400.00
                                      321   1717       296     00                                            5,400.00CR
```

Coburg

Dave Jones
Resident Engineer
Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

January 5, 1980

Doburg (Stuart Way)
City Street
Lane County

We recently received a copy of your as constructed narrative for the project and the designer and I found it interesting.

We agonized quite a bit over the plans for this job trying to get an adequate surfaceing and stay within the funding limit. It was certainly fortunate the bid went low and you were able to increase the paving thickness. That should extend the pavement service life quite a bit.

FE:ab
cc: Alfred Shirley, Jr.

#7192

December 19, 1980

The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CON 5
#9192

Gentlemen:

On December 11, 1980, we wrote to you concerning release of final payment on Contract No. 9192 awarded to Eugene Sand & Gravel, Inc., for work on Stuart Way in Coburg, Lane County.

Final payment on this contract is $974.57 and the total contract amount is $19,491.35. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Eugene Sand & Gravel, Inc.
3000 N. Delta Highway
Eugene, OR 97401

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
Alfred Shirley

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
R. A. Hatch Co. No. 8987	Silver Lake-Summer Lake (M.P. 48.1 - M.P. 75.0) Lake County	November 12, 1980
A-1 Sandblasting & Steam Cleaning Co. No. 9152	Coast Fork Willamette River Br. Lane County	November 13, 1980
Elting, Inc. No. 8709	NE Marine Dr.-NE Failing St. Multnomah County	November 13, 1980
Interstate Slurry Seal, Inc. No. 9170	Castle Rock-Cedar Creek (M.P. 4.8-M.P. 16.5) Tillamook & Yamhill Counties	November 13, 1980
Hertz Electric, Inc. No. 8902	Pendleton/John Day Hwy. @ SW 30th St. (Pendleton) Umatilla County	November 13, 1980
Grant County Redi-Mix No. 9077	Spray Rock Production Wheeler & Grant Counties	November 18, 1980
R. A. Hatch Co. No. 9030	Doherty Slide-Nevada State Line Lake & Harney Counties	November 20, 1980
Humbert Asphalting No. 9092	Paul Smith Rd.-S. Main St. (Boardman) Morrow County	November 21, 1980
Rogers Construction, Inc. No. 9160	Boardman (N. Main St.) Morrow County	November 24, 1980
Hughes & Dodd Co. No. 8991	Buck Creek Road Lake County	November 24, 1980
Wildish Corvallis Construction Co. No. 8976	N. Albany, Santiam Hwy. & Lebanon Road Intchges. Linn County	November 26, 1980

Contractor and Contract No.	Section and County	Acceptance Date
Erosion Control, Inc. No. 9109	Grayback Creek Section Josephine County	November 27, 1980
S. D. Spencer & Son No. 8472	S. Ashland Intchge.-Calif. State Line Jackson County	December 3, 1980
Western Mixing Co., Inc. & N. Santiam Sand & Gravel Co., Inc. J.V. No. 8997	Dodge Road-Estacada Clackamas County	December 4, 1980
Roy E. Ladd, Inc. No. 9019	Busway Rigid Frame (N. Banfield Intchge.) Multnomah County	December 4, 1980
Ray E. Wells, Inc. No. 8917	Kingwood St. (Florence) Lane County	December 4, 1980
Hertz Electric, Inc. No. 9121	Molalla Ave. @ Clairmont Way (Oregon City) Clackamas County	December 5, 1980
Bracelin-Yeager Excav. & Trucking No. 9136	Hemlock Ave.-8th Terrace (Coos Bay) Coos County	December 5, 1980
Douglas S. Coats, Inc. No. 9112	Willow Creek Bridge Morrow County	December 5, 1980
D & D Paving Co. No. 9097	Airport Rd. @ Salmon River Hwy. Yamhill County	December 5, 1980
Douglas S. Coats,Inc. No. 9165	Catherine Creek (Wilkinson Rd.) Br. Union County	December 5, 1980
Horton Bros., Inc. No. 9172	Rocky Point-M.P. 310.07 Curry County	December 5, 1980
Eugene Sand & Gravel, Inc. No. 9192	Coburg (Stuart Way) Lane County	December 8, 1980
Douglas S. Coats,Inc. No. 9094	Willow Creek (Glenn Rd.) Bridge Union County	December 9, 1980

December 10, 1980

For C. T. Keasey
Asst. State Highway Engineer

1172 L

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Coburg (Stuart Way)	WEEK ENDING: November 15, 1980	SECTION PREFIX: 320-1730
HIGHWAY: City Street	COUNTY: Lane	
NAME OF JOB: Coburg (Stuart Way)	KIND OF WORK: Grading and Paving	
CONTRACTOR: Eugene Sand & Gravel, Inc.	CONTRACT NUMBER: 9192	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 16, 1980	DATE WORK STARTED: October 10, 1980	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS 45	WORK DAYS USED: CALENDAR DAYS USED 38
PROJECT AUTHORIZATION: $ 24,655.38	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 84
EXCLUSIVE OF ENGINEERING: $ 22,797.70	ENGINEERING AUTHORIZATION $ 1,857.68 This Week 310.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 19,500.00	ENGINEERING COST TO DATE $ 1,460.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 85
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 14 %	PERCENT OF AUTHORIZATION: 79 %	DATE PROJECT WAS COMPLETED: November 5, 1980

Semifinal completed 11-13-80

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.1			0.1
MILES PARTIALLY COMPLETED					
MILES COMPLETED		0.1			0.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)		85 CY			570 tons
TOTAL QUANTITIES CORRECTED TO DATE		70 CY			600 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		70 CY			600 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9		0		
MONDAY 10	Foggy	0		
TUESDAY 11		0		
WEDNESDAY 12	Foggy	0		
THURSDAY 13	Foggy	0		
FRIDAY 14	Rain	0		
SATURDAY 15		0		

RECEIVED
NOV 17 1980
CONSTRUCTION
BRANCH
Richards
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete, semifinal ready for submittal to Region.

Final report.

SIGNED Dave Jones LOCATION Springfield

David L. Jones, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

#7172

COM

DATE: October 9, 1980

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Coburg (Stuart Way)
Lane County
Contract No. 9192

This city allotment project was scaled down prior to bid in order to remain under $25,000 in cost. As the bids were lower than anticipated, the City of Coburg has requested that some of the deleted work be reincorporated.

The Class "B" paving will be increased by $2,395 and extruded curb will be added to the project at a cost of $990.

It is recommended that the authorization for this project be increased by $3,385, or 15.9 percent, to a new total of $24,655.38. This matter will be on the consent calendar for the October 21 meeting.

WR:mk jh
bc: F. B. Klaboe
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
George Bell

STATE OF OREGON

INTER OFFICE MEMO

Highway Construction
DEPT

378-6318
TELEPHONE

FILE: CON 5 #9192

TO: H. S. Coulter
State Highway Engineer

DATE: October 8, 1980

FROM: Warren Richards
for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increased Project Authorization
Coburg (Stuart Way)
Lane County
Contract No. 9192

This project had been scaled down prior to bidding to remain under the $25,000 in funds available for a small city allotment project. As the low bid came in considerably under that anticipated, the City of Coburg wants to add back some of the previously deleted work.

The Class"B" paving item will be increased by $2,395 and extruded concrete curb will be added at a cost of $990. As the project work has not yet begun, the contingency amount authorized will not be reduced at this time.

A rough draft letter to the Commission recommending an increase in project authorization of $3,385 or 15.9 percent is attached. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:WR:fr

Att.

cc: Alfred Shirley, Jr.
David Jones
Robert Church

OK/R

RECEIVED
STATE HWY ENG

OCT 8 - '80

REFER TO

FOR

Section Coburg (Stuart Way)
Programming Estimate $

Highway City street
Project Length

County Lane
Completion Time

Kind of Work Grade & Pave
Est. Comp. Date

Prefix 320-1452
Letting Date 9-11-80
Project No. —

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 25452.50
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ —
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 25,452.50
Contingencies (4-1/2%)		1145.36
Engineering (~~8, 9,~~ 10%)		2545.25
~~Subtotal~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ 29,143.11

J. Ayres called
8-20- pls signed,
approved plans by city;
go ahead & advertise.
KEH

APPROVED

cc. Jack Ayres

8-19-80
OK says
Jack Ayres / will get plans signed as soon as possible

REC'D
8-15-80

Road Design Engineer

Rev. 5/79

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date

Section Coburg (Stuart Way)
County
Kind Of Work
Length
Name Day
8-14-80

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(6%)	1400 -
	Temporary Protection and Direction of Traffic		All	All		3600^{00}
	Earthwork		All	All		1000^{00}
	Aggregate Shoulders		Cu Yd	85	14^{50}	1232^{50}
	Class "B" Asphaltic Concrete		Ton	570	30^{00}	17,100 -
	12-inch Sewer Pipe		Lin Ft	16	45^{00}	720 -
	Adjusting Inlets		Each	2	200^{00}	400 -

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 3 440-3399

TO: D.H. Moehring
Asst. State Highway Engineer

DATE: September 3, 1980

FROM: Jack Ayres
Regional Federal-Aid Engineer

SUBJECT: Stuart Way (Pearl - Delaney)
City of Coburg
Special City Allotment

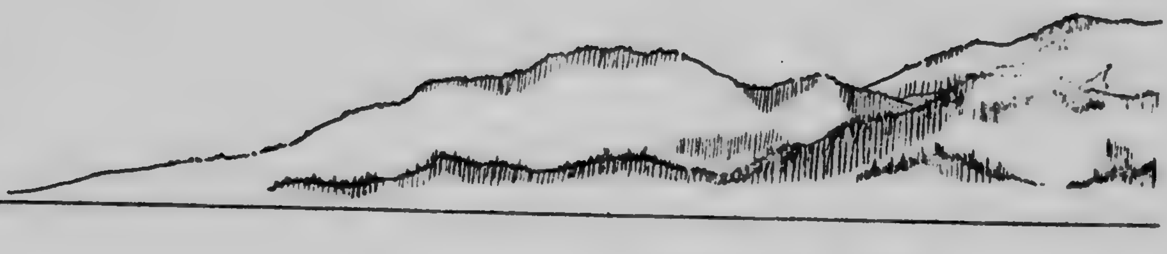
Attached is a copy of a letter received from the City of Coburg absolving the Highway Division from maintenance obligations on the Stuart Way Special City Allotment project due to a base design change which is less than that recommended by the Highway Division.

ja/cp
attach.
cc: Larry Asburry
Dave Jones

Contains
Recycled
Materials
81-125-1387

SP*75683-125

City of Coburg
Coburg, Oregon 97401



August 27, 1980

Jack Ayres
Region Federal Aid Engineer
P.O. Box 1128
Roseburg, OR. 97470

Dear Mr. Ayres:

Concerning the Stuart Way (Pearl Street-Delany Street); the City of Coburg wishes to inform the State Highway Division, that the City of Coburg absolves the Highway Division from its obligation of maintaining Stuart Way after its completion.

Due to the present financial situation, the City of Coburg cannot afford to improve Stuart Way in the manner recommended by the Highway Division, i.e., the base design for actual construction needs to be able to be guaranteed for at least 20 years. The City of Coburg, therefore, accepts the responsibility of maintaining Stuart Way.

If this does not satisfy your request, please don't hesitate to let us know.

Sincerely,

CW Broughton

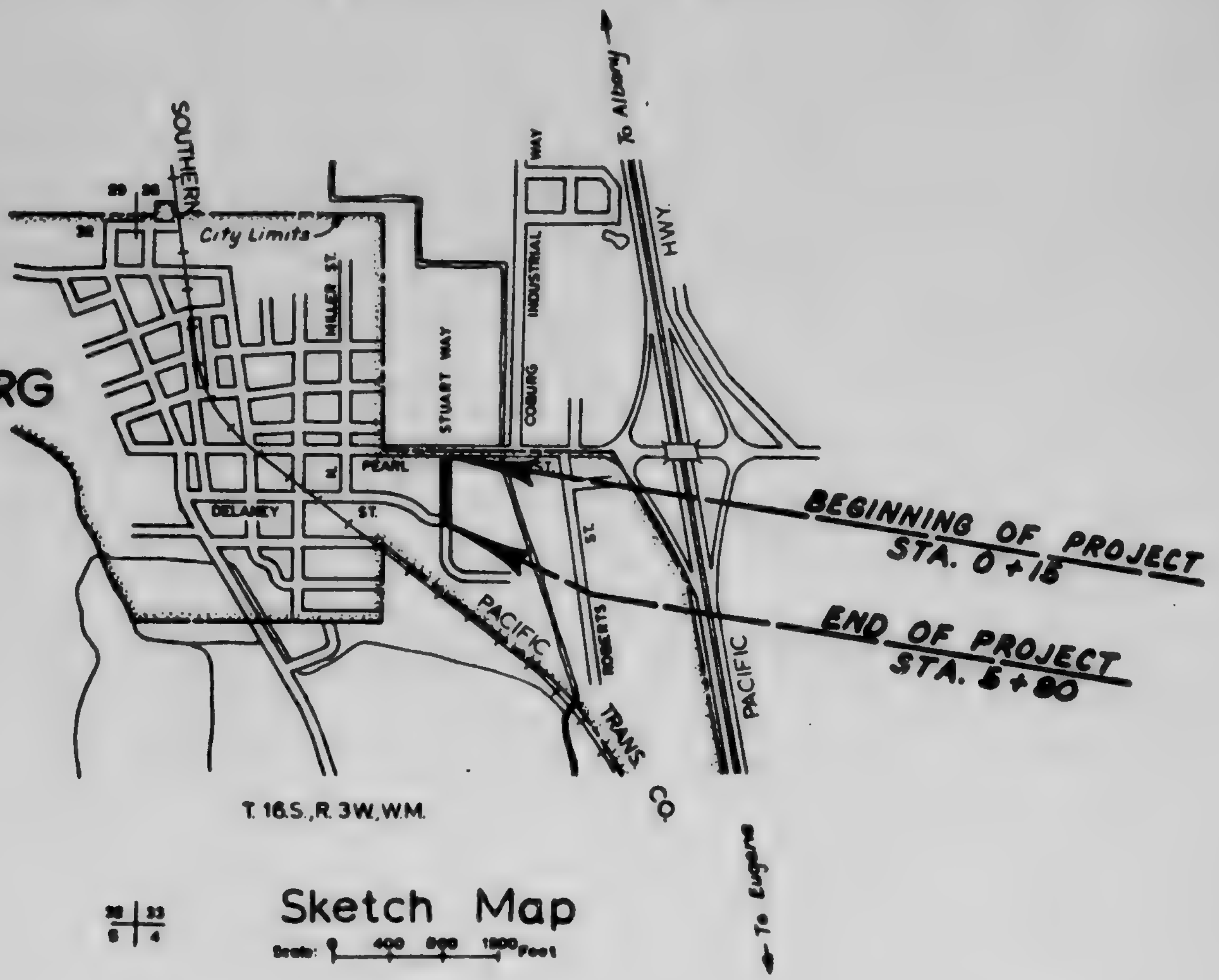
C.W. Broughton
Mayor, City of Coburg

9192

8-19-80

No R/W Map

INDEX OF	
SHEET NO.	
1	Sketch Map, Typical
2	Plan & Profile


COBURG
SOUTHERN
City Limits
MILLER ST.
STUART WAY
COBURG INDUSTRIAL WAY
To Albany
HWY.
PEARL ST.
DELANEY ST.
ROBERTS ST.
PACIFIC
PACIFIC TRANS CO.
PACIFIC
BEGINNING OF PROJECT STA. 0+15
END OF PROJECT STA. 5+80
T. 16 S., R. 3 W., W.M.
To Eugene
28 | 33
5 | 4
Scale: 0 400 800 1200 Feet

Sketch Map

Approved
City of Coburg

Date: August 19, 1980

Attest:

SUMMARY

ITEM		UNIT	QUANTITY
No.	5" Overlay Item	Code	Unit	Quant.

No.	Item	Code	Unit	Quant.
1	Mobilization		All	
2	Temporary Protection and Direction of Traffic		All	
3	Flagmen		Hour	50
4	General Excavation		C.Y.	110
5	Aggregate Shldr. Material		Ton	120
6	Class "C" Asphaltic Concrete	----	Ton	595
7	12" Sewer Pipe & Trench Exc.		Lin. Ft.	16
8	Extra for Asphalt Approaches		Each	2
9	Adjusting Inlets		Each	2

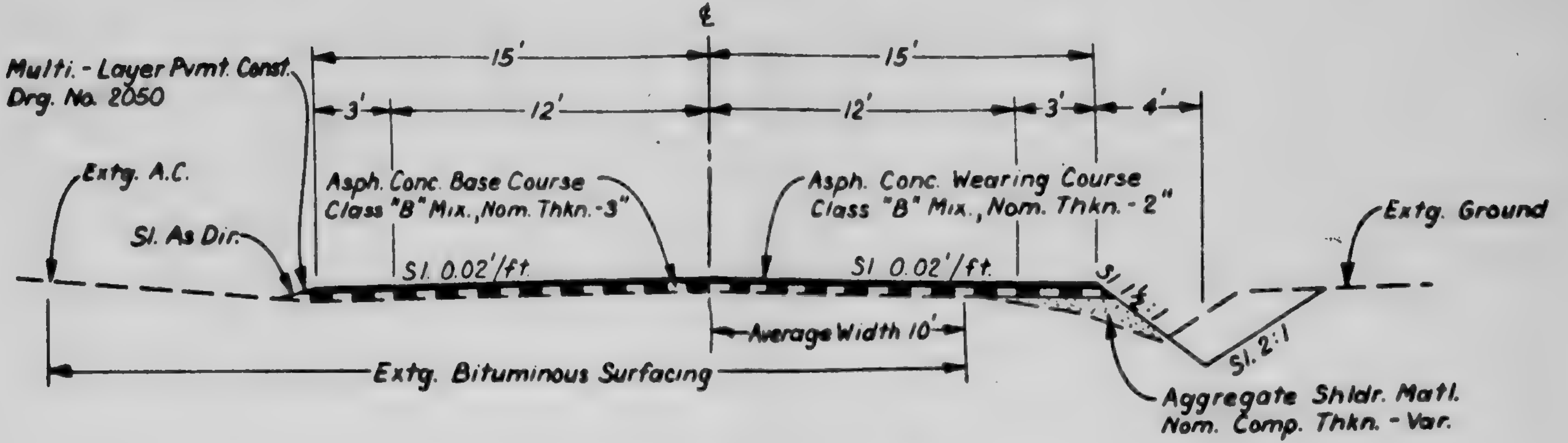
Eriksen, McGill, Wetzel

INDEX OF SHEETS
DESCRIPTION
h Map, Typical Section, Detail & Summary
& Profile

OREGON STATE HIGHWAY DIVISION GRADING & PAVING COBURG (STUART WAY) SEC. CITY STREET LANE COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
10	OREGON	STATE		2

Temporary Protection And Direction Of Traffic Will Be Written In The Specifications.

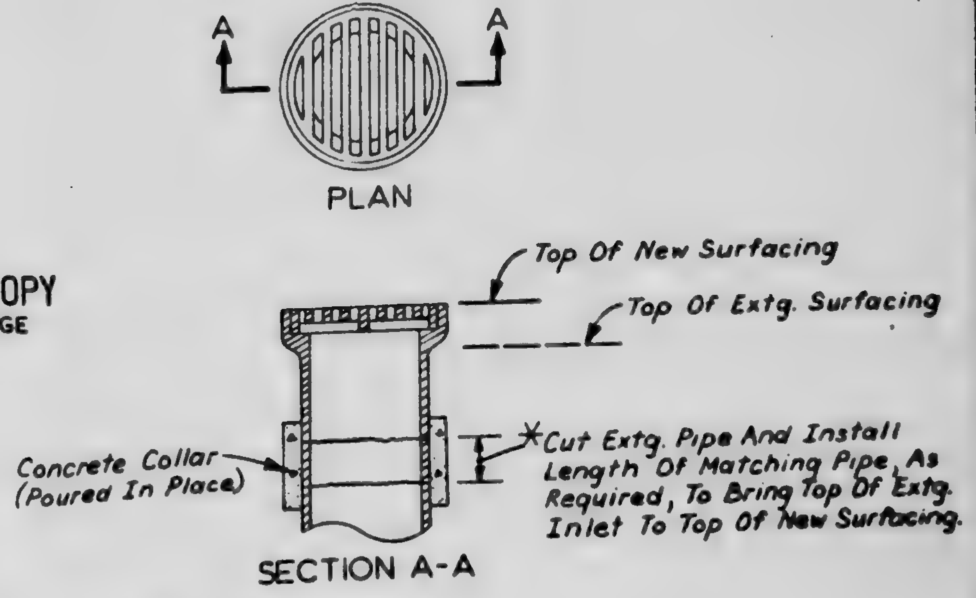
TYPICAL SECTION



℄
15'
15'
3'
12'
12'
3'
4'
Multi.-Layer Pvmt. Const. Drg. No. 2050
Extg. A.C.
Sl. As Dir.
Asph. Conc. Base Course Class "B" Mix., Nom. Thkn. - 3"
Asph. Conc. Wearing Course Class "B" Mix., Nom. Thkn. - 2"
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 1½:1
Extg. Ground
Sl. 2:1
Average Width 10'
Extg. Bituminous Surfacing
Aggregate Shldr. Matl. Nom. Comp. Thkn. - Var.

STA. 0+15 To STA. 5+80

PRELIMINARY COPY
SUBJECT TO CHANGE



A
A
PLAN
Top Of New Surfacing
Top Of Extg. Surfacing
Concrete Collar (Poured In Place)
*Cut Extg. Pipe And Install Length Of Matching Pipe, As Required, To Bring Top Of Extg. Inlet To Top Of New Surfacing.
SECTION A-A

*NOTE:
A New Longer Length Of Pipe May Be Substituted For The Top Section Of Extg. Pipe Rather Than Cut & Splice The Extg. And Pour A Conc. Collar.

ADJUST INLET DETAIL

1112

117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

Highway # 920

Prefix 320-1952

Subject: Federal Aid Project No. 7-24-80
Project Name Coburg (Stuart St.)
City Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provid relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary a fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Coburg, Oregon, this 24 day of July, 19

City of Coburg

Certified by:

Regional Right-of-Way Supervisor
Date 7/25/80

Mayor

City Recorder

Instructions: Complete A or B and C.
R/W File No. ________

1172

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

July 16, 1980

FILE: PRO 6

Jack Ayres

FROM: JACK AYRES
Regional Federal-Aid Engineer

TO: MEMO TO THE FILES

SUBJECT: Stuart Way (Pearl - Delaney)
City of Coburg
Lane County
SCA Project

Dave Jones and myself met July 15, 1980 with Mr. Stuart Keyser to discuss the subject project. Mr. Keyser informed us that it was determined at the last City Council meeting to deny access to Stuart Way from the Truck and Travel Truck Stop and Restaurant. Mr. Keyser also indicated that the present truck access to Stuart Way is an infringement and was never authorized.

The City has requested us to proceed with this project using the original base design. They then will install a physical barrier such as guardrail to eliminate any truck access to Stuart Way.

ja/cp

cc: D.H. Moehring ✓
D. Christensen
L. Asburry
D. Jones

Coburg

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/19/80

Donald L Bout

Sep 11 ~~Aug 28~~ ~~July 24~~, 1980 Bid Letting ____________ All Clear Deadline

SECTION Coburg (Stuart Street)
Highway
County Lane Region 3
Type of Work Overlay Funds City
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

N/A No Fed Funds

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒	☐	☐	☐	☐
Negative Declaration	☒	☐	☐	☐	☐
Project Assessment	☒	☐	☐	☐	☐
Write-off Letter	☒	☐	☐	☐	☐
PERMITS:					
Division of State Lands	☒	☐	☐	☐	☐
D.O.G.M.I.	☒	☐	☐	☐	☐
Corps of Engineers	☒	☐	☐	☐	☐
Coast Guard	☒	☐	☐	☐	☐
Co. Conditional Use	☒	☐	☐	☐	☐
NPS Air Pollution	☒	☐	☐	☐	☐
NPS Water Pollution	☒	☐	☐	☐	☐
CULTURAL:					
Cultural Survey	☐	☒	☐	☐	☒
Cultural Salvage	☒	☐	☐	☐	☐
NOISE:					
Noise Study	☒	☐	☐	☐	☐

9117

Pearl St. - Delaney St. (Coburg) 5-8-80

Base Design received from Gregg on 5-6-80

Actual Thickness	Component	Credit
1.5"	A.C. (Final Stage)	3.0
3.0"	A.C.	6.0
14.0"	Soil Cement	21.0
18.5"		30.0"

Note: The attached estimate is based on the above base design.

WEM

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Pearl St. - Delaney St. (Coburg)
Highway City Street County Lane Prefix 320-1452
Length ____ Miles 0.11 Designer McGill Date 5-6-80
Signed ____ Title ____

Grading & Drainage }		$
Surfacing }		$ 38,156^{00}
Extra Work		
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$
TOTAL		$ 38,156^{00}
+ 20% Engineering and Contingencies		$ 7631^{00}
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$
Right of Way		$
TOTAL ESTIMATED COST		$ 45,787^{00}

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 5-6-80

Section Pearl St. - Delaney St. (Coburg)
County Lane
Kind Of Work Grade & Pave
Length 0.11 mi.
Name McGill

Prelim Pr. 5-8-80

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All		(8%)	2750^{00}
	Temporary Protection and Direction of Traffic		All		(3%)	1,030^{00}
	Flagmen		Hour	100	21^{00}	2100^{00}
	ROADWORK					
	General Excavation		Cu. Yd.	110	10^{00}	1100^{00}
	~~Trench Excavation~~		Cu. Yd.	2		
	Cement Treated Base		Sq. Yd.	1883	4^{00}	7,532^{00}
	Cement for Treated Base		Ton	77	87^{00}	6,699^{00}
	Aggregate for Treated Base		Ton	125	10^{00}	1,250^{00}
	Class "B" Asphalt Concrete		Ton	389	35^{00}	13,615^{00}
	12-inch Sewer Pipe + Trench		Lin. Ft.	16	30^{00}	480^{00}
	Extra for Asphalt Approaches		Each	3	200^{00}	600^{00}
	Adjusting Inlets		Each	4	250^{00}	1,000^{00}

NARRATIVE REPORT
STUART WAY (CITY OF COBURG)
PEARL - DELANEY SECTION

3-7-80

This project is a small city allotment project approximately 530 feet long. The project street was originally constructed as a access to a KOA campground. Since original construction the entire street frontage easterly of the project street has been converted from vacant land to one of the largest truck stops on the West Coast.

The proposed typical section is to add 5 inches of AC over-lay to the existing giving two 12-foot lanes and two 3-foot paved shoulders.

The traffic on the project street was less than 250 ADT; primarily cars with camp trailers and campers. Since construction of the truck stop, traffic has changed dramatically as to of mix and is largely trucks at the present. A traffic count was recently conducted but the results were not yet available at the time this report was being prepared. There is no required change in traffic patterns or signing as a result of the proposed project.

The only utility relocation is the adjustment of a city of Coburg water valve box. It is the cities responsibility per the co-operative agreement. There will be no right-of-way required.

There are no decisions to be mde as far as design standards are concerned because the grade and alignment are established. The existing base design consists of 10 inches of baserock and 2 inches of AC.

I make an over-lay depth of 5 inches of AC. More AC would have been ideal to further increase the base rock equivalent. I explored the possibility of additional AC to correct minor grade variations but had to discard more AC to bring the project cost in line. In any case the existing base design together with the additional AC brings the baserock equivalent to 24 inches.

(3)

The grading is minor in nature (approximately 100 cu. yd.) and is needed only to correct the drainage on the roadside ditch. The only drainage requirements is the adjustment of 4 inlets and the previously mentioned ditch.

It is anticipated the material sources will be one of the commercial suppliers in the Eugene area. There are no structures in the project.

The utility companies with facilities located on the project were contacted and their existing and proposed facilities are shown on the detail map.

Van Duyn Road or Pearl Street, the connecting road at the north end of the project is to be rebuilt this summer by Lane County. It is designed as a 3-lane section with a continuous left-turn lane included. The guardrail shown on the detail map to be constructed by others is part of the county project and its purpose is solely for traffic control purposes at the truck stop.

The timing of the county project and this project is such that they will both be under construction at the same time.

In order to reduce bid items and simplify paper work, the following special provisions are suggested:

1. Temporary protection and direction of traffic. Should include all flagging costs and required construction signing.
2. General excavation should be lump sum.
3. Shoulder aggregate should be either 1½" - 0 or 1" - 0 with no required specifications.
4. The AC mix bid item should include the required tack coat, liquid asphalt and be 3/4"-0 commercial mix. I set the mix up to be bid by the ton because the feathering of pavement to match the truck stop parking lot is impractical to measure on a square yard basis.
5. The inlets to be adjusted are commercial type. i.e. bell & spigot pipe on end with a grate that sits in the bell. It should be left to the contractor to construct some adjusting ring that will work with approval by the engineer.

Form 81-731-3563

①

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix [illegible] Highway Stuart Street Section Pearl St. to Delaney St.

Highway Class City Street Date March 7, 1980

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy).
☐	☐	☒	b. Small Scale Ownership Map.
☐	☐	☒	c. Abandonment Map.
☐	☐	☒	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile.
☒	☐	☐	h. Located Line Cross Sections.
☐	☐	☒	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☐	☐	☒	l. Coordinate Sheets.
☐	☐	☒	m. Clearing and Grubbing Chart.
☒	☐	☐	n. Report on Bench Mark Recoveries (Form E-369)
☐	☐	☒	(1) Description of Bench Mark (Form E-185).
☒	☐	☐	(2) Report on Condition of Bench Mark (Form E-186).
☐	☐	☒	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐	☐	☒	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒	q. Property Appraisal and justifications for alternate facilities.
☐	☐	☒	r. Preliminary Soils and Material Report.
☐	☐	☒	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☐	☒	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☒	☐	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
	☐	☐	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration?
☒	☐	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☒	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☐	☒	☐	8. Have you been over this project with a Soils representative?
☐	☒	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☐	☐	☒	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage)
☐	☒	☐	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☐	☒	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature David L Jones
Dave Jones Locating Engineer

Address 1045 Gateway Loop, Springfield, OR 97477

STATE HIGHWAY DIVISION Sheet 1 of 1

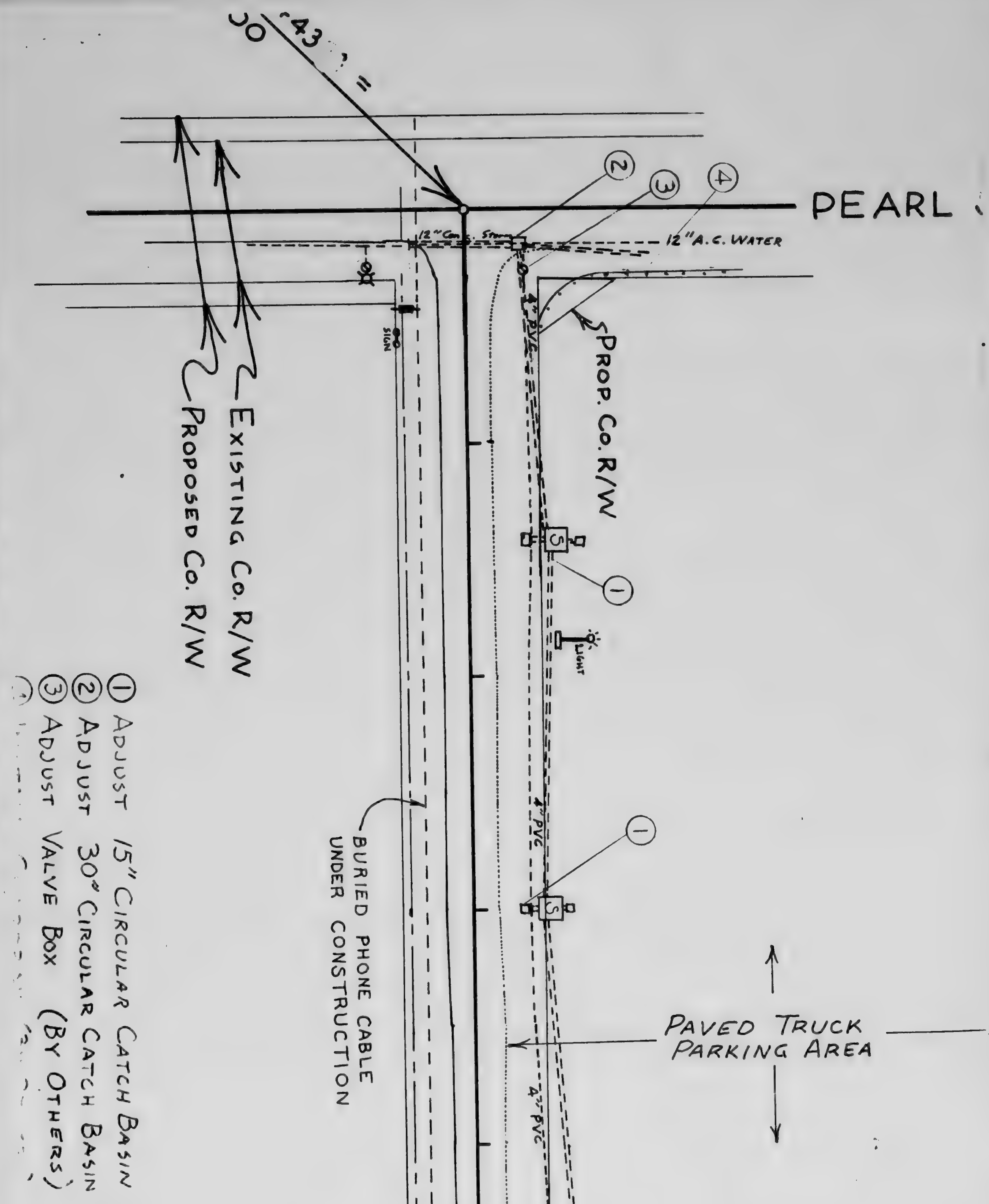
SUMMARY—BID SCHEDULE--COST ESTIMATE

Date 3-4-80

Section Stuart Way County Lane

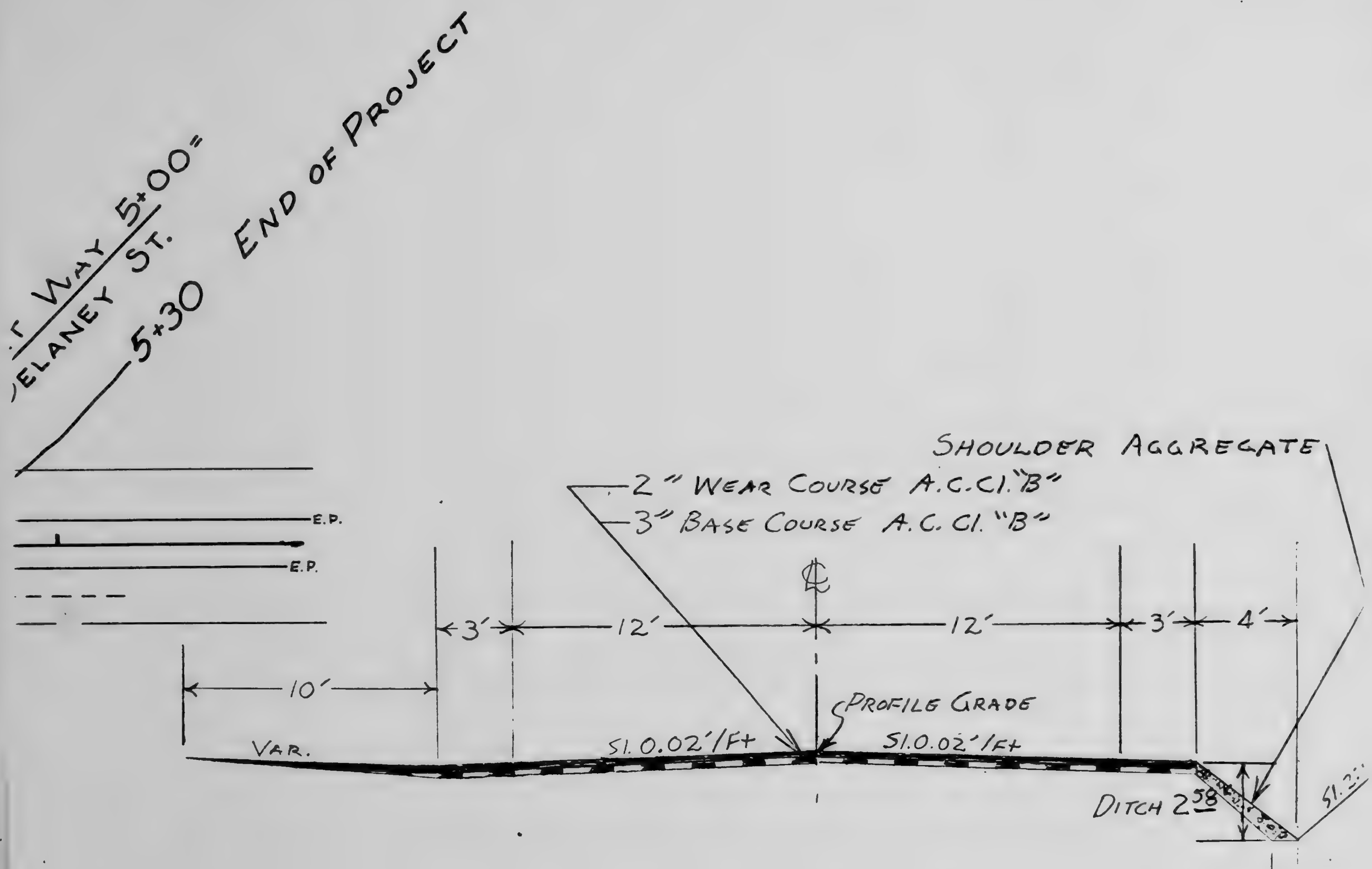
Kind Of Work Grading & Paving Length 580 ft. Name David Jones

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization 8%		Lump Sum	All	1560.00	1560.00
2	Temporary Protection & Direction of Traffic 5%		Lump Sum	All	974.00	974.00
3	General Excavation		Lump Sum	Cu. Yd. 103	1000.00	1000.00
4	Shoulder Aggregate		Cubic Yards	83	10.00	830.00
5	Commercial Mix (3/4" - 0)		Ton	575	30.00	17,250.
6	Adjust Inlets		Each	4	100.00	400.0
	Sub-Total					22,014.
	Engineering & Construction 20%					4203.
	TOTAL					26,217.



JO
43
PEARL
12" Conc. Storm
12" A.C. Water
4" PVC
4" PVC
4" PVC
Prop. Co. R/W
Existing Co. R/W
Proposed Co. R/W
Sign
Light
S
S
②
③
④
①
①
①
Buried Phone Cable Under Construction
Paved Truck Parking Area

① Adjust 15" Circular Catch Basin Rim
② Adjust 30" Circular Catch Basin Rim
③ Adjust Valve Box (By Others)
④ [illegible]



…T WAY 5+00=
…ELANEY ST.
5+30 END OF PROJECT
E.P.
E.P.
SHOULDER AGGREGATE
2" WEAR COURSE A.C. Cl. "B"
3" BASE COURSE A.C. Cl. "B"
℄
3'
12'
12'
3'
4'
10'
PROFILE GRADE
VAR.
Sl. 0.02'/Ft
Sl. 0.02'/Ft
DITCH $2^{\underline{58}}$
Sl. 2:1
1'

STA 0+00 TO 5+30

Form 81-734-3039 117

(C550001)

OREGON STATE HIGHWAY DIVIS.

AUTHORITY FOR SURVEY

Section Pearl to Delaney on Stuart Way

Highway Stuart Way (Coburg) City St.

County Lane

Date January 31, 19 80

Authorization No. 1

Survey Prefix 320-1452 (Assigned by Salem office)

Description of termini, route, length, etc.:

Pearl Street is northerly termini. Delaney Street is southerly termini. Project is city street in Coburg. Project length 0.1 mile.

Purpose of survey: To prepare plans, specifications, and estimates for an overlay project to be funded by the Small city Allotment Fund.

Estimate of Costs:

Resident Engineer	(901)	$ 750
Final Design	(905)	2,000
Soils & Geology	(910)	200
Specifications	(921)	800
Adm. Serv. (Eng.)	(922)	50
Environmental	(923)	50

RECEIVE
FEB 0
ACCTG. CONT

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
FEB 25 19
LOCATION SECTION

Total estimated cost of survey	$3,850
Previous authorization	0
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*19760-734

January 29, 1980

City of Coburg
City Hall
Coburg, OR 97401

AGR 4

Attention: Lyle Rhodes
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 1210

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement of Stuart Way from Pearl to Delaney Streets.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

7192

November 20, 1979

INT 3-2

City of Coburg
City Hall
Coburg, Oregon 97401

Attn: Wayne Lakin
Public Works Director

Dear Mr. Lakin:

Your proposed project on Stuart Way (Pearl Street - Delany Street), was submitted and approved by the Transportation Commission for construction in 1980 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $28,160 with the State contributing $25,000.

The next step is for us to prepare a Construction Agreement and submit it, through our Region Office, for your City Council to consider and approve.

If you have any questions, feel free to contact this office, 207 Transportation Building, Salem, Oregon 97310, Phone: 378-6011, or:

Jack Ayres
Region Federal Aid Engineer
P.O. Box 1128
Roseburg, Oregon 97470
Phone: 440-3399

Very truly yours,

D. E. Swan
Operation Programming Engineer

FFH:pf

cc: Region 3

P

DATE: November 6, 1979

INT 3-2

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Special City Allotment
1980 Program
Finance Approval

Presented herewith at the November meeting will be the attached tabulation showing the distribution of 1980 Special City Allotment Program Funds.

This allocation has been distributed in accordance with the Working Agreement, as developed with LOC.

SCA Funds for the projects are estimated for Fiscal Year 1980 at $250,000, with Local Agency's match funds at $164,105.

The program projects have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the necessary agreements for and on your behalf.

Attachment

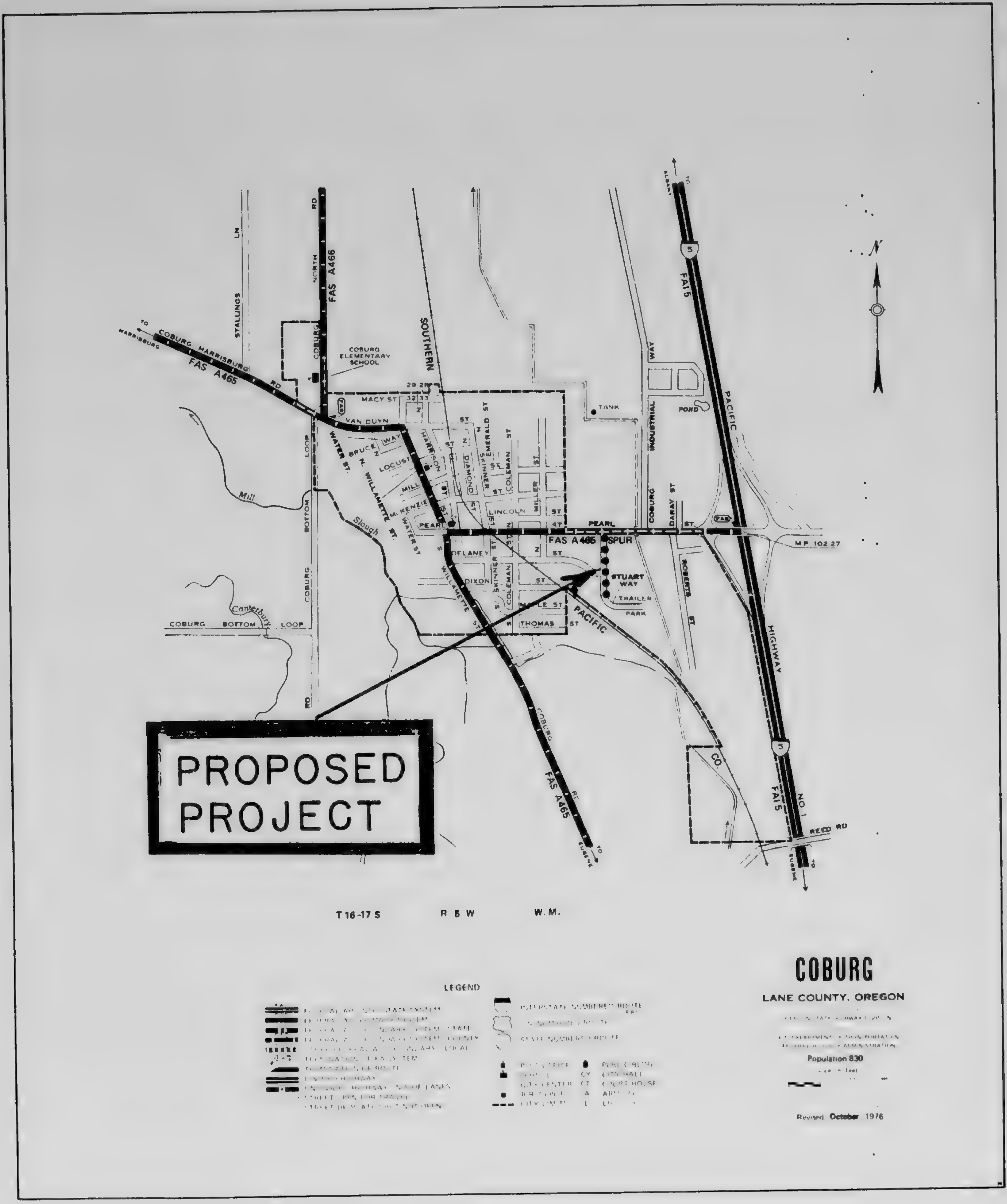
FFH:pf
bcc: F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
D. H. Moehring
R. L. Schroeder
C. T. Keasey
J. H. Versteeg
C. O. Christensen
D. E. Swan
G. Bell

City of Coburg
Proposed Special City Allotment Project

The City of Coburg is requesting a $29,730 project for preliminary engineering and construction of 0.10 miles on Stuart Way (Pearl Street to Delaney Street) Section, a City Street. The project will provide plans and contract documents for 5-inch Asphaltic Concrete Overlay. The State will perform the preliminary and construction engineering work. All costs over preliminary engineering and $25,000 construction costs will be provided by the City of Coburg. In Summary:

Jurisdiction	Section	Total Est. Cost	SCA Funds	City Share	State Share
City of Coburg	Stuart Way (Pearl Street Delaney Street)	$29,730	$25,000	$2,730	$2,000

This office investigated the proposed project confirming its validity and financing utilizing Special City Allotment Funds.


PROPOSED PROJECT
COBURG
LANE COUNTY, OREGON
Population 830
Revised October 1976
LEGEND
T 16-17 S
R 5 W
W.M.
N
FAS A465
FAS A466
FAS A465 SPUR
FAI 5
PACIFIC HIGHWAY NO. 1
SOUTHERN PACIFIC
COBURG HARRISBURG RD
TO HARRISBURG
TO ALBANY
TO EUGENE
COBURG NORTH RD
STALLINGS LN
COBURG BOTTOM LOOP RD
COBURG ELEMENTARY SCHOOL
MACY ST
VAN DUYN
WATER ST
BRUCE WAY
HARRISON ST
LOCUST
MILL
McKENZIE
WILLAMETTE ST
DIAMOND
SKINNER
EMERALD ST
COLEMAN ST
MILLER ST
LINCOLN ST
PEARL ST
DELANEY
DIXON
MAPLE ST
THOMAS ST
STUART WAY
TRAILER PARK
COBURG INDUSTRIAL WAY
DARAY ST
ROBERTS ST
TANK
POND
MP 102.27
REED RD
CO.
Mill Slough
Canterbury
29 28
32 33

9192

City of Coburg
Coburg, Oregon 97401

November 1, 1979

Fred Hildebrandt
207 Transportation Building
Salem,Oregon 97310

File No.: INT 3-2

Dear Mr. Hildebrandt:

In response to a letter from Mr. D. E. Swan, Operating Programming Engineer, dated October 31, 1979, regarding the estimated cost for improvements to Stuart Way, of $27,730, with City's cost to be $2,730. We were asked to inform you if this would be within the financial means of the City. We are happy to inform you that this is within the financial means of the City.

We will be looking forward to hearing from your department after the Transportation Commission meeting November 20,1979, for their decision on the proposed improvements.

Kindest Regards,

Wayne Lakin

Wayne Lakin
Chief of Public Works
City of Coburg

CC: File

1172

October 31, 1979

INT 3-2

City of Coburg
City Hall
Coburg, Oregon 97401

Attn: Wayne Lakin
Public Works Administrator

SUBJECT: SPECIAL CITY ALLOTMENT PROGRAM

Dear Mr. Lakin:

Your project request for improvement on Stuart Way with 5-inches of Asphalt is now estimated to cost $27,730 with the City's cost being $2,730. If this estimated cost is within your financial means, please notify Fred Hildebrandt, 207 Transportation Building, Salem, Oregon 97310, Phone: 378-6011 by mail or phone no later than November 7, 1979. This program will be presented to the Transportation Commission at its meeting November 20, 1979.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Progamming Engineer

FFH:pf

cc: Region 3, Jack Ayres

FILES August 16, 1979

Fred Hildebrandt
Special Programs Engineer

City of Coburg

I contacted Wayne Lakin, who is the replacement for the fellow Parks who had been designated by the City. Wayne Lakin is the Public Works Administrator. We discussed the project at some length, he stated that this is the first time the City has applied for a project. The project they are asking for is the entrance to a truck stop. Practically every truck that travels the highways stops here at sometime or other. In about 15 minutes while we were talking on the project, there was at least 10 or 12 trucks that had stopped. The road is badly chipped and beginning to break up. With all the truck traffic on this, they were asking for approximately a 6-inch lift of asphalt. The length of the project is only 550 feet rather than the 950 feet they showed on the application. Also just off the end of this street is a KOA Campground, which gets considerable traffic in the summertime. Coburg has never had a project before.

I would class this project as 20 less zero previous projects, for a 20.

FFH:pf

cc: Region 3

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

City: Coburg Date ______ No. of Previous Projects –
Population: 19[illegible]: 780 1979: 855 Last Project – (Year)
Street: Stuart Way (Van Duyne to KOA Campground) Total SCA Funds $ –
Funds/Capita $ –
Average/Capita $ 43.10

Project Length 0.10 Mile 530 feet Right-of-Way Width 60 Feet

	Existing	Minimum	Proposed
Uncurbed Street			
Width of Travelway:	ft.	12 feet	12 ft.
Width of Shoulders:	ft.	4 feet	4 ft.
Curbed Street			
Width of Travelway:	ft.	12 feet	ft.
Width of Parking:	ft.	6 feet	ft.
Base Design			
Base Course:	in.	9 in.	in.
Leveling Course (Optional):	in.	2 in.	in.
Type of Surfacing: (i.e.: Oil, Asphalt, Gravel)		Asphalt	Asphalt
Depth of Surfacing:	in.	3 in.	8 in.

Type curbs: ______ Walks: Width ______ ft. Length ______ ft.
Can street be closed during construction? No ______ Yes ______
Remarks: ______

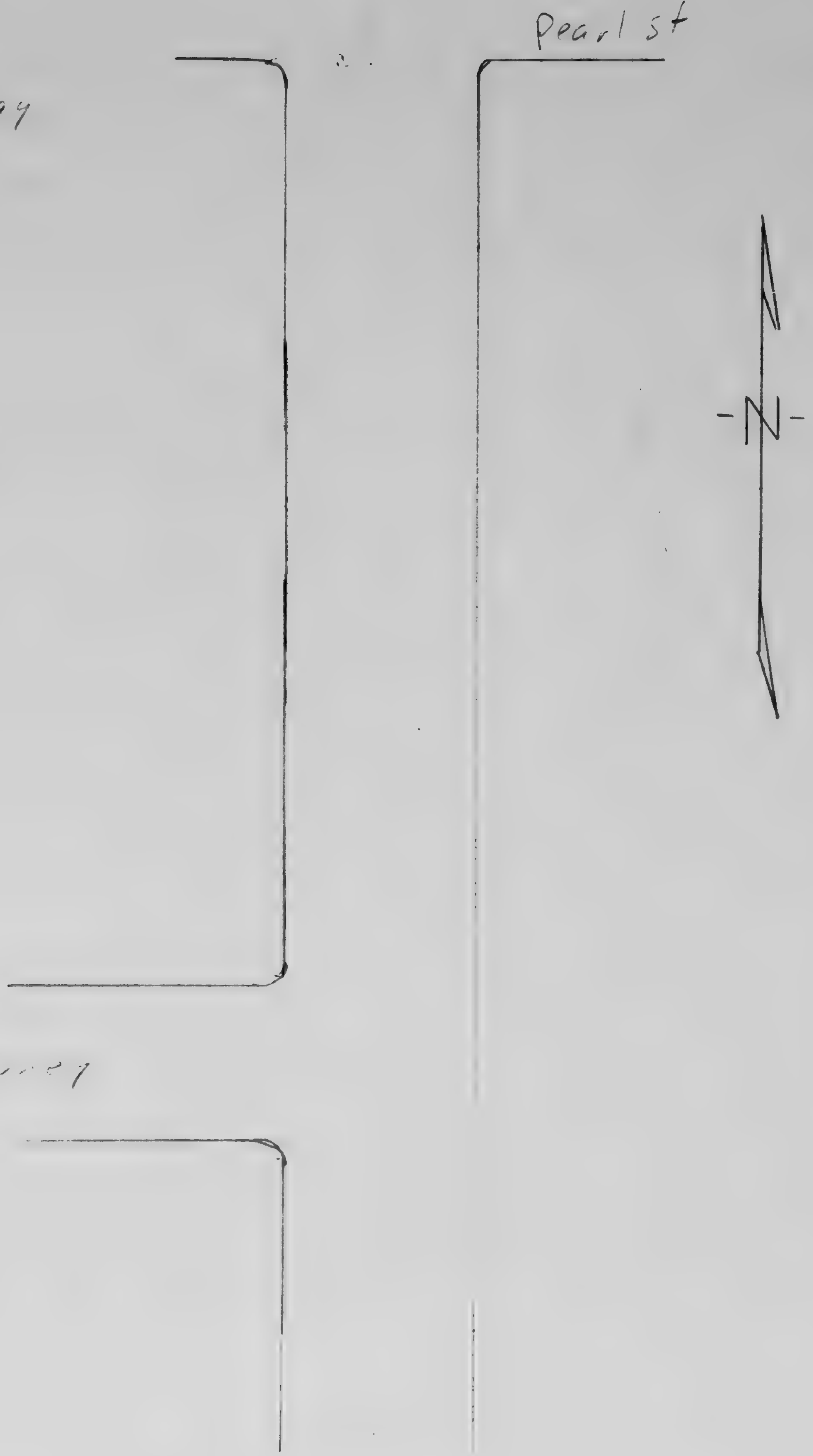
ESTIMATE Prelim Pr. 9-7-79

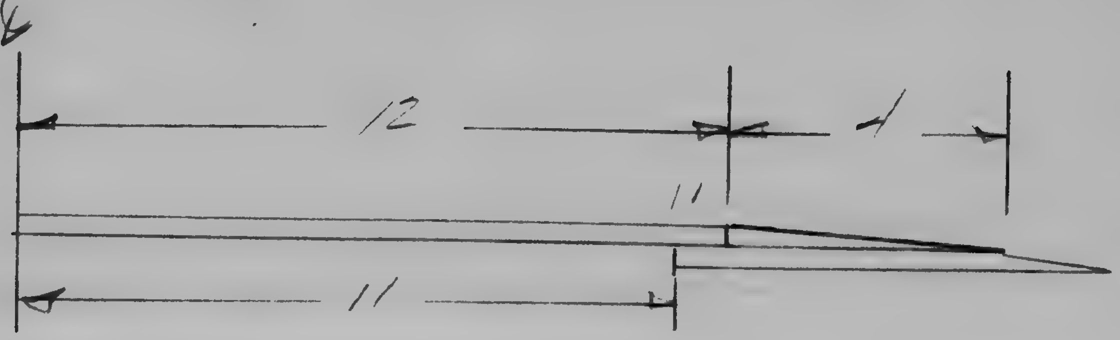
	Unit	Gross*	Price	Amount
MOBILIZATION	ALL	$ 8%	$	$ 1680
TEMP. PROT. & DIRECT TRAFFIC	ALL	3%		630
GENERAL EXCAVATION	CU. YD.			
AGGR. BASE ___ DEEP	SQ. YD.			
CEMENT TREATED SUBGRADE	CU. YD.			
CEMENT IN TREATMENT	TON			
CLASS "C" AC ~~8~~ 5" DEEP	SQ. YD.	2000	14.50	1[illegible]
CONCRETE INLETS	EACH			
CONCRETE CURBS	LIN. FT.			
CONCRETE WALKS	SQ. YD.			
CONCRETE DRIVEWAYS	SQ. YD.			
___ INCH SEWER PIPE	LIN. FT.			
___ INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH			
ADJUST INLETS	EACH		[illegible]	
Asphalt in Tack Coat	Ton	1	~~2000.00~~	[illegible]

Flagging 80 Hrs @ 20.00	[illegible]
Total	$23,110
Engineering & Contingencies (20%)	[illegible]
Total	$27,7[illegible]
City's Estimated Share of Survey	$
TOTAL ESTIMATED COST	$27,7[illegible]

*Items include 10% allowance.

Coburg
STUARTS Way


Pearl st
Delaney
-N-



Surfacing - 2"

$\frac{2 \times 950 \times 4}{9} \times 1.10 =$ 930 Sq yds.

[illegible]

$\frac{(24 + 8) \times 950}{9}$ [illegible] = 2000 Sq yds

[illegible] coat

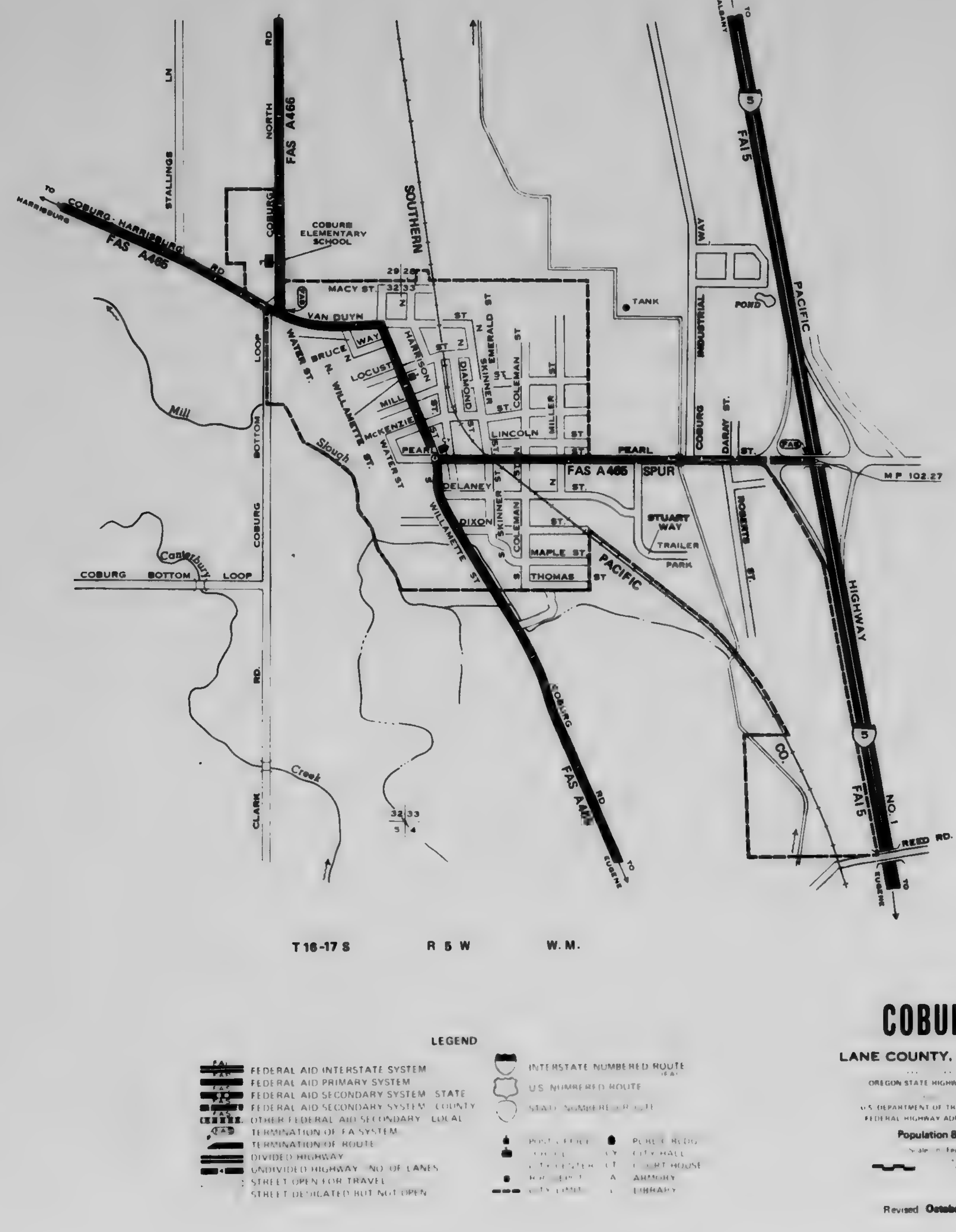
22 [illegible] × 600 · 45 = 3 Tons

[illegible]
[illegible]

3242187

Dolsay 10.8.29
[illegible]

3242187



TO HARRISBURG
COBURG - HARRISBURG RD
FAS A465
STALLINGS LN
NORTH RD
COBURG
FAS A466
COBURG ELEMENTARY SCHOOL
SOUTHERN
PACIFIC
MACY ST
VAN DUYN
BRUCE
WAY
LOCUST
HARRISON
DIAMOND
SKINNER
EMERALD ST
COLEMAN
MILLER
MILL
MCKENZIE
WILLAMETTE ST.
WATER ST.
LINCOLN
PEARL
ST
FAS A465 SPUR
DELANEY
DIXON
MAPLE ST
THOMAS
STUART WAY
TRAILER PARK
TANK
POND
INDUSTRIAL WAY
COBURG
DARBY ST.
ROBERTS ST.
M P 102.27
TO ALBANY
FAI 5
PACIFIC HIGHWAY NO. 1
5
REED RD.
TO EUGENE
COBURG RD
FAS A465
CO.
Mill Slough
Canterbury
COBURG BOTTOM LOOP
COBURG BOTTOM LOOP
CLARK RD.
Creek
29 28
32 33
5 4
N
T 16-17 S
R 5 W
W. M.

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FA)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

POST OFFICE
PUBLIC BLDG
CITY HALL
COURT HOUSE
ARMORY
CITY LIMIT
LIBRARY

COBURG

LANE COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 830

Scale in Feet

Revised **October** 1976

SPECIAL CITIES ALLOTMENT

3-13-79

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of COBURG is an incorporated city of the State of Oregon and has a population of 855 as given by the latest official census; and

WHEREAS, the following streets of said city, STUART WAY

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of COBURG does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate EARL ADAMS as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 13th day of March, 1979.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Coburg at a regular or special meeting of said Council, held on the 13th day of March, 1979, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 13th day of March, 1979.

Janelle H. Menard
City Recorder

Revised 1-1-79

SPECIAL CITY ALLOTMENT APPLICATION

CITY OF COBURG Date FEBRUARY 28, 1979

Street Name STUART WAY (From VAN DUYNE To KOA CAMPGROUND)
(Locate project on attached map)

Project Length 950 Feet

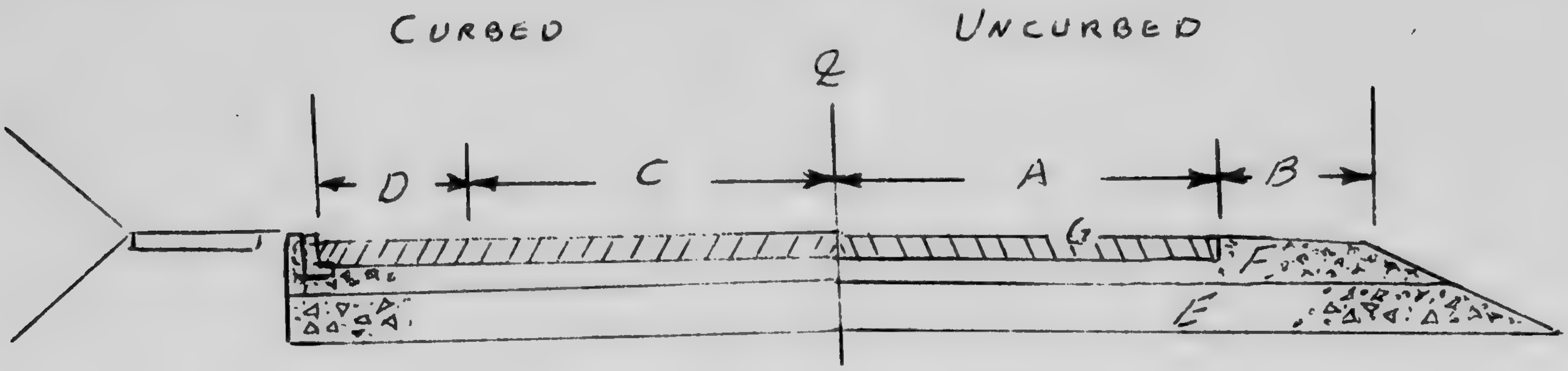
Up to $25,000 Special City Allotment Funds and --0-- City Funds

City Funds will be available after (Date) ----------

ROADWAY PROJECT DATA

DESIRED STREET SECTION:

TYPICAL SECTION



		EXISTING	MINIMUM	PROPOSED
Uncurbed Street:	A - width of travel way:	11 Feet	12 Feet	12 Feet
	B - width of shoulders:	4 Feet	4 Feet	4 Feet
Curbed Section:	~~C - width of travel way:~~	~~Feet~~	~~12 Feet~~	~~Feet~~
	~~D - width of parking:~~	~~Feet~~	~~6 Feet~~	~~Feet~~
Base Design:	E - Base Course:	10 Inch	9 Inch	10 Inch
	F - Leveling (Optional):	2 Inch	2 Inch	2 Inch
	G - Type of Surfacing: (I.e. Oil, Pave or Gravel)	AC	Asphalt	AC
	Depth of Surfacing	2 Inch	3 Inch	8 Inch

X Can street be closed during construction? No X Yes ____

Has City established grade on street? No ____ Yes X

Site for disposal of excess excavated material: N/A

Remarks: NO EXCAVATION REQUIRED

DRIVEWAYS:

Construct as part of project? No X Yes ____ How many? EXISTING

Does city ordinance specify width and number of driveways permitted? No N/A Yes ____

Remarks: existing driveways to be graveled

CONCRETE CURBS:

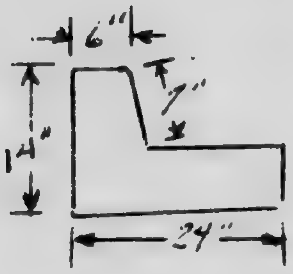
Construct as part of project. N/A Now in place N/A

Width between present curbs: N/A Feet

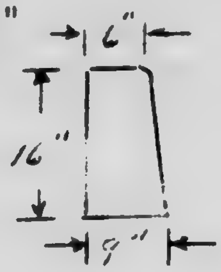
Length of desired radius on curb returns: N/A Feet

What type of curbs does city desire? N/A

A ____ Monolithic



B ____ Type "C"



C ____ Other

Explain NO CURBS REQUIRED

SIDEWALKS:

Construct as part of project. No x Yes____

Width	Length	Side of Street
N/A feet	N/A feet	North N/A East N/A
N/A feet	N/A feet	South N/A West N/A

Distance between present sidewalks: N/A feet

Is utility strip required? No X Yes____: Width: ____feet

Remarks NO SIDEWALKS OR UTILITY STRIP REQUIRED.

STORM SEWERS:

Construct as part of project.________ Now in place X

Are they adequate for increased flow? No____ Yes X

Indicate depth of main lines from present surface: variable feet

(Show location of outfall on attached map)

SANITARY SEWERS: (City to adjust if required)

Now in place? No x Yes____

Depth of sewers from present surface: N/A feet

Remarks: No sanitary sewers; Coburg's Comprehensive Plan has a managed septic system in leiu of a sanitary sewer system.

BRIDGE PROJECT DATA

1. Name of Bridge:______________________________Bridge No.________________________

2. Name of River or Stream:____

3. Does City wish a particular type of bridge design? No_____ Yes_____

Type desired:____

____

4. Roadway width of bridge:____

5. Width of sidewalks: on upstream_______downstream_______side of bridge?

6. Will detour be constructed and maintained by City?____________________________

By contractor?____________________

7. Construct approaches or connections? By City___________ By Contractor__________

8. Will old bridge remain in place?________ Removed by City?______________________

By Contractor?________________________Salvaged for future use?_________________

9. Lightpost bases and conduit installed? No_______ Yes_________

10. Will any of the following utilities be attached to this structure?

a) Water Mains: No_____ Yes_____ Size__________

b) Sanitary Sewer Mains: No_____ Yes_____ Size__________

c) Storm Sewer Mains: No_____ Yes_____ Size__________

d) Gas Mains: No_____ Yes_____ Size__________

e) Power Lines: No_____ Yes_____

f) Telephone Lines: No_____ Yes_____

g) Other Utilities?____

11. Remarks:____

____

____

____

____

GENERAL INFORMATION:

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? No X Yes ____

State to furnish right-of-way descriptions? No N/A Yes N/A

WATER MAINS: (City to adjust if required)

Now in place? No ____ Yes X How deep from present surface? 4± feet

Remarks NO ADJUSTMENT OF WATER LINES REQUIRED. MAY REQUIRE ADJUSTMENTS OF VALVE BOXES

FRANCHISED UTILITIES: (City is to arrange for any required adjustment)

Gas lines? No ____ Yes X Company? NORTHWEST NATURAL GAS

Electric Poles? No ____ Yes X Company? PP & L

Telephone poles? No ____ Yes X Company? PNB

Railroad tracks? No X Yes ____ Company? NONE

Is crossing presently protected by automatic railroad signals? No N/A Yes N/A

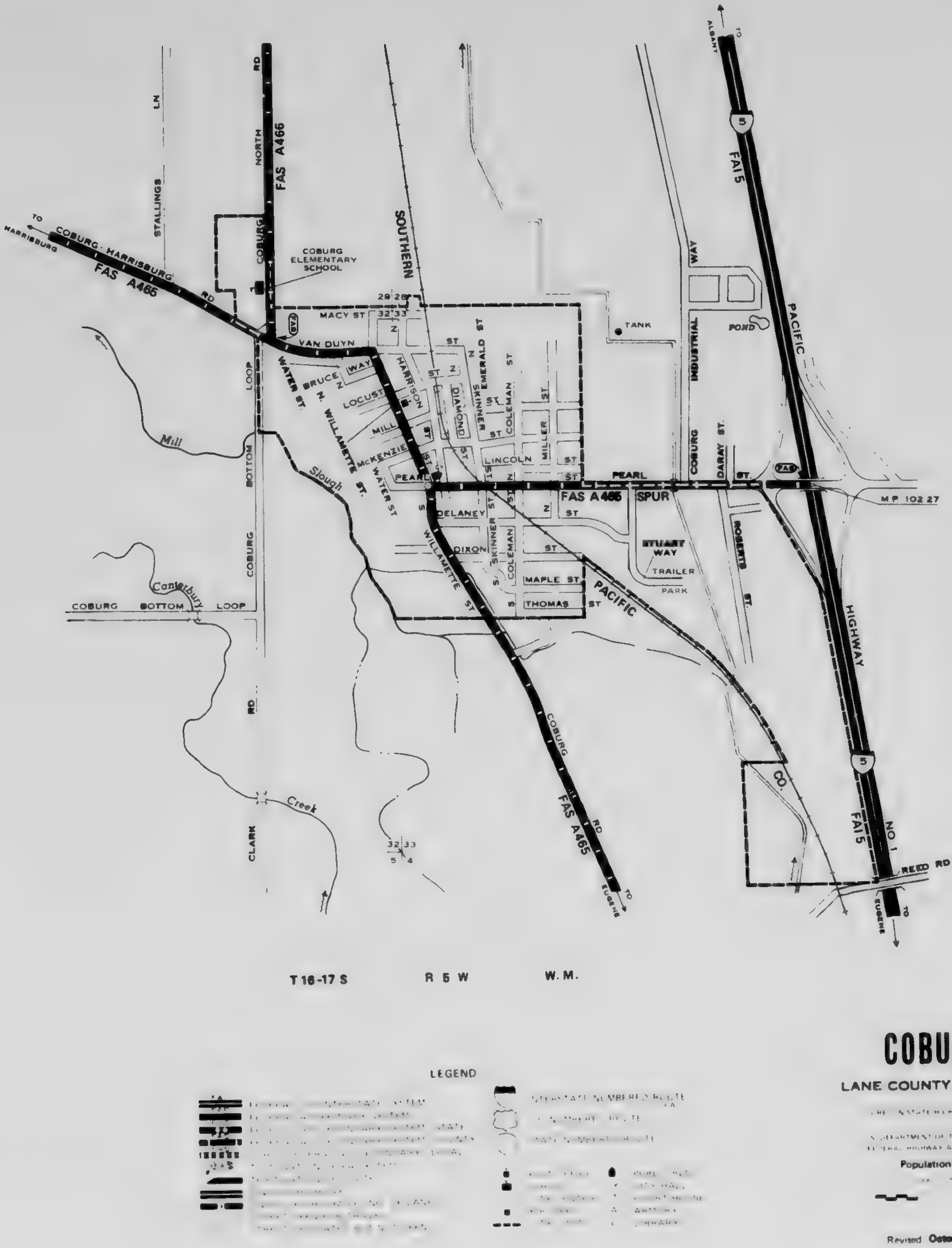
Remarks: NO RAILROAD CROSSING INVOLVED.

General remarks: SEE ATTACHED NARRATIVE. ?

By Karl A. McDivitt
Mayor

By Orville H. Menard
City Recorder

By - NONE -
City Administrator or City Engineer


TO HARRISBURG
COBURG-HARRISBURG RD
FAS A465
STALLINGS LN
COBURG NORTH RD
FAS A466
COBURG ELEMENTARY SCHOOL
SOUTHERN
PACIFIC
CO.
MACY ST
29 28
32 33
VAN DUYN
WATER ST.
BRUCE WAY
LOCUST
HARRISON
MILL
WILLAMETTE ST.
McKENZIE
PEARL
DIAMOND
SKINNER ST
EMERALD ST
COLEMAN ST
MILLER ST
LINCOLN
FAS A465 SPUR
DELANEY
DIXON
MAPLE ST
THOMAS ST
STUART WAY
TRAILER PARK
TANK
INDUSTRIAL WAY
COBURG
DARAY ST.
ROBERTS ST.
POND
FAI 5
PACIFIC HIGHWAY NO 1
M P 102 27
TO ALBANY
TO EUGENE
REED RD
COBURG RD
FAS A465
COBURG BOTTOM LOOP
Mill Slough
Canterbury
CLARK Creek
RD
32 33
5 4
N
T 16-17 S
R 5 W
W. M.
LEGEND
INTERSTATE NUMBERED ROUTE

COBURG

LANE COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 830

Revised **October** 1976

1980 Oak St. & Airport Rd. Sec. 9193
of Santiam (Main St.) in
Lebanon (gr, pav, & sig.)

CAA 7033 6-22-79

CAA 7288 5-28-80

cTm

cc: H. S. Coulter, OSHD

STATE COPY

FINAL ACCEPTANCE REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REGION NO. 10	REPORT NO. 2	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 9/16/82	REPORT MADE BY Bill Kappus, Area Engineer		PROJECT NO. TQF-21-2(I)
COMPLETION DATE 5/26/81	ACCEPTANCE DATE BY CONTRACT AGENCY 10/8/81	TIME ELAPSED 100 %	CONTRACT TIME 240 calendar days
APPROVED EXTENSIONS N/A	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OAK STREET & AIRPORT ROAD
SANTIAM HWY (LEBANON)
Grading, Paving $ Signals

This project provided for the installation of multiphase traffic signals at the intersections of Oak Street and Airport Road with the Santiam Highway in Lebanon, Oregon. Curb radius were also revised.

A final inspection of the completed project was made June 4, 1981 and acceptance is recommended.

RECEIVED
STATE HWY ENGR
SEP 21 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

noted
BR

RECEIVED
SEP 21 1982

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer W. H. Kappus	SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner
TITLE Area Engineer — DATE 9/17/82	TITLE Field Operations Engineer — DATE 9/20/82

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9143

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
F. E. Ward, Inc. No. 9187	Mohler Overflow Bridge Tillamook County	Oct. 8, 1981
Hertz Electric, Inc. No. 9193	Oak St. & Airport Rd. (Lebanon) Linn County	Oct. 8, 1981
Steeck Electric Co. No. 9211	Ore.Coast Hwy.@ 6th St. (Gold Beach) Curry County	Oct. 27, 1981
Hamilton Electric, Inc. No. 9232	Scholls Hwy.@ SW Nimbus Ave. Washington County	Oct. 27, 1981
Rock Process, Inc. No. 9324	Austin Rock Production Grant County	Oct. 27, 1981
Dales Sand & Gravel Co., Inc. No. 9100	Middlebrook St.-Pac. Hwy. West (Newberg) Yamhill County	Oct. 27, 1981
Hamilton Elect., Inc. No. 9089	2nd St. & 3rd St. Signal Impr. (The Dalles) Wasco County	Oct. 29, 1981
Hertz Electric, Inc. No. 9199	Oswego Hwy. @ Marylhurst Dr. (W. Linn) Clackamas County	Oct. 30, 1981
Wildish Medford Construction Co. No. 9234	Pac. Hwy.-Main Ave. (Canyonville) Douglas County	Oct. 30, 1981
R. A. Hatch Co. No. 9305	McKenzie Hwy. @ Goodpasture Rd. Lane County	Oct. 30, 1981
R. L. Coats No. 9272	Old Dry Cr. Rd.-Ochoco Hwy. Crook County	Oct. 30, 1981
Douglas S. Coats, Inc. No. 9221	Powder River (Broadway Ave.) Bridge Baker County	Oct. 30, 1981

November 5, 1981

C. T. Keasey
Asst. State Highway Engineer

9193

47

October 19, 1981

United Pacific Insurance
P. O. Box 1788
Eugene, OR 97440

CON 5
#9193

Gentlemen:

On October 12, 1981, we wrote to you concerning release of final payment on Contract No. 9193 awarded to Hertz Electric, Inc. for work on the Oak Street and Airport Road in Lebanon, Linn County.

Final payment on this contract is $2,100 and the total contract amount is $83,419.51. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Hertz Electric, Inc.
P. O. Box 577
Albany, OR 97321

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

16

ROAD DESIGN SECTION

DES 16

August 31, 1981

Jack Martin
Resident Engineer

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Oak Street and Airport Road (Lebanon) Section
Santiam Highway (Main Street)
Linn County

The as-constructed narrative report indicates there were several revisions to the construction plans made to satisfy all the parties involved.

We should have specified "C" mix instead of "B" mix for this type of project and that would have saved you one change order.

The over-estimates on the plan quantities of aggregates and A.C. are difficult to explain. I am afraid all I can offer is that occasionally it does happen.

FE:ja

cc C. O. Fredrickson

1 Versteeg ✓
Anderson
✓ Christensen
Olson
Sullivan
Terpin
Trom
Wakerlig

RECEIVED
1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

2

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Oak St. & Airport Rd. (Lebanon)		WEEK ENDING July 25, 1981
		SECTION PREFIX 22-1003
HIGHWAY Santiam (Main St.)		COUNTY Linn
NAME OF JOB Oak St. & Airport Rd. (Lebaon)	KIND OF WORK Grading, Paving, and Signals	
CONTRACTOR Hertz Electic Inc.	CONTRACT NUMBER 9193	FEDERAL AID PROJECT NUMBER TQF-21-2(1)
DATE OF CONTRACT September 16, 1980	DATE WORK STARTED Jan. 8. 1081	ESTIMATED COMPLETION DATE May 26, 1981
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 240
PROJECT AUTHORIZATION: $ 102,834.69	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 93,853.49	ENGINEERING AUTHORIZATION $ 8,982.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 84,158.52	ENGINEERING COST TO DATE $ 11,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: UNDERRUN 10.3 %	PERCENT OF AUTHORIZATION 122 %	DATE PROJECT WAS COMPLETED: May 26, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	250 C.Y.	200 Ton			700 Ton
TOTAL QUANTITIES CORRECTED TO DATE	311	74.79			579.4
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	311	74.79			579.4
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				K
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 27 1981

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office working on semi-final estimate/

SIGNED Kenneth D. Karnes LOCATION Albamy
for J. M. Martin, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

#7173

XXXXXXX

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
ASSISTANT STATE HIGHWAY ENGINEER

DATE: January 15, 1981

FROM: Gerald Wimer Gerald S Wimer
REGION 2 CONSTRUCTION ENGINEER

NOTED
E. S. HUNTER

SUBJECT: R/W File 31602, Richardson
Oak St.-Airport Rd. Sec.
Santiam Hwy in Lebanon

Jerry Sackmaster, owner of the abutting property in the southwest quardrant of the Airport Road intersection in Lebanon objected recently to the proposed location of the controller intended for the new traffic signal at this intersection.

Resident Engineer Jack Martin found that we had inadequate right of way in the other quardrants to relocate the controler but thought for approximately $600 he could relocate the controler in the same quadrant on right of way that we previously acquired. However, on subsequent review it became obvious that we had not acquired the additional right of way. Mr. Sackmaster then consented to a gratis grant of a sufficient amount of permanent easement to accommodate the controler.

Based upon the attached permit of entry, I have authorized proceeding with the relocation based upon concurrence of George Hopkins from your office.

Please proceed with having the Description Engineer modify his maps and set up a supplemental taking file and description.

GW/rgb
cc: Jim Dixon
Jack Martin

RECEIVED
JAN 20 1981
CONSTRUCTION BRANCH

K Keasey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Inloes
Widmer
Gebauer
Church

1/22/81
Ed Hunter -
Plz have R/W proceed
per above.
CT Keasey

ESH
1-23-81
Plz proceed
cc Wakerly
Boyd
Keasey
Fredrickson

RECEIVED TECHNICAL SERV
JAN 2 1981
REFER TO
FOR
INFO
R/D
S/C

22-1003

PERMIT OF ENTRY

File No. 31602
Name Richardson
Section Oak Street-Airport RD (Lebanon)
Highway Santiam
County Linn

Oregon State Highway Division
Department of Transportation Building
Salem, Oregon 97310

Gentlemen:

In order to permit the Highway Division of the Department of Transportation to proceed with the construction of the Oak Street-Airport Road (Lebanon) Section of the Santiam Highway, the undersigned hereby grant(s) to the State of Oregon, by and through its Department of Transportation, its employees, agents, or contractors, the right to enter upon the real property described in the attached Exhibit A (note area shaded in green).

The undersigned has requested a change in location of a traffic controller device which is being installed as a part of the current construction project.

In consideration for this change, the undersigned hereby agrees to donate a permanent easement covering the additional real property as described in the attached Exhibit A which will be needed to accommodate the change.

Inasmuch as this donation has not been completed, this permit is granted in order to avoid delay in constructing said project.

Jerry Sackmaster

Dated this 1st day of [illegible], 1981.

F. ✓

E-126 -19M

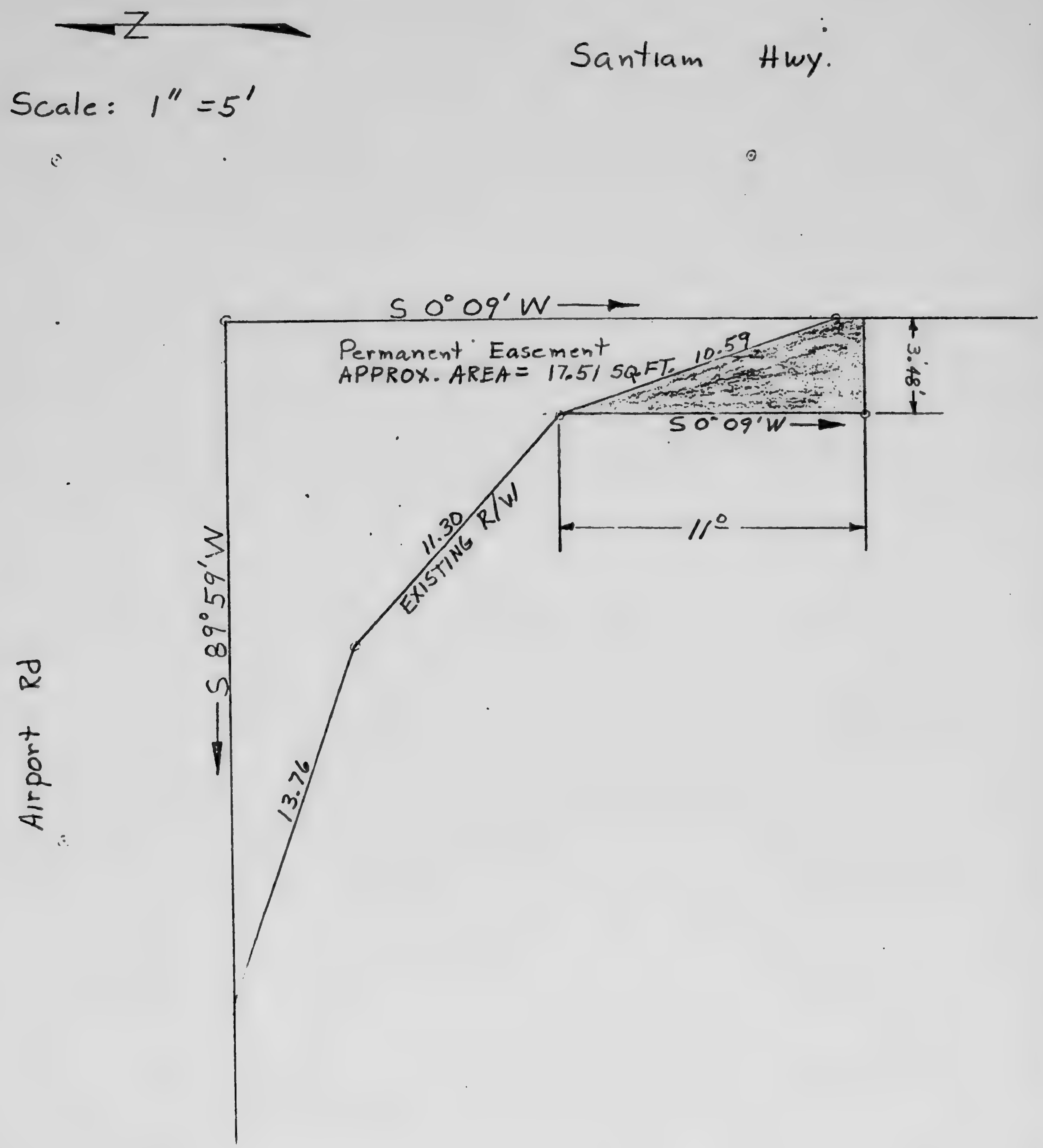
Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet

Oak St. + Airport Rd (Lebanon) County Linn

Calculations by Dave Day Date 1-12-81 Bridge No.

SP [illegible]



Z
Santiam Hwy.
Scale: 1" =5'
S 0° 09' W
Permanent Easement
APPROX. AREA= 17.51 SQ.FT.
10.59
3.48'
S 0° 09' W
11.0
11.30
EXISTING R/W
13.76
S 89° 59' W
Airport Rd

1113

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-98	S. DEPARTMENT OF TRANSPORTATION EDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State egon STATE COPY County Linn Project No. TQF-21-2(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20, Main St. @ Oak St. & Airport Rd. (Lebanon)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-28-79	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	7-30-80	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 134,152.00	FEDERAL FUNDS $ 118,095.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By R.A. Welborg
Assistant State Highway Engineer
(Title)
XX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G.L. Green
Date executed by Division Administrator

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, of other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds, (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 25, 1980

Federal Aid Project
No. TQF-21-2(1)

Oak St. and Airport Rd. (Lebanon)
Santiam Highway
Linn County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering	All Required	$ 6,500.00

Type Code Y031
Traffic Signals & Channelization (Oak St. & Airport Rd.)

Mobilization	(94%)	All Required	$ 7,133.66
Temporary Protection and Direction of Traffic		All Required	1,300.00
Temporary Signs	280 Sq. Ft.	1.50	420.00
Temporary Barricades	6 Each	150.00	900.00
Flagmen	120 Hour	26.00	3,120.00
Removal of Structures and Obstructions	(80%)	All Required	818.40
General Excavation	176 Cu. Yd.	12.87	2,265.12
Aggregate Shoulders	185 Ton	11.52	2,131.20
Class "B" Asphalt Concrete	570 Ton	31.10	17,727.00
8-inch Sewer Pipe	12 Lin. Ft.	20.00	240.00
Concrete Inlets, Type CG-1	1 Each	498.75	498.75
Concrete Walks	220 Sq. Yd.	11.81	2,598.20
Concrete Driveways	110 Sq. Yd.	15.12	1,663.20
Concrete Curbs	470 Lin. Ft.	5.25	2,467.50
Adjusting Manholes	1 Each	200.00	200.00
Adjusting Inlets	2 Each	262.50	525.00
Traffic Signal Installation, Complete		All Required	36,704.00
			$ 80,712.03

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
	SUBTOTAL	$ 81,712.03
	Engineering	9,930.97
	Engineering (Signal Cont. Testing)	1,100.00
	TOTAL	$ 92,743.00

Length of Project -------------- 0.00

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	All Required	$	250.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,500.00	$ 5,729.00	$ 771.00
Traffic Signals	92,743.00	81,753.00	10,990.00
SUBTOTAL	$ 99,243.00	$ 87,482.00	$11,761.00
Reserve	34,909.00	30,613.00	4,296.00
TOTAL	$ 134,152.00	$ 118,095.00	$16,057.00

Group 1 80%; Group 8 14%; Group 9 6%
Contract No. 9193
Prefix 22-1977
Prefix 22-1003

Oak St. and Airport Rd. (Lebanon)
Nonparticipating-State Work

Mobilization	(6%)		All Required	$ 455.34
Removal of Structures and Obstructions	(20%)		All Required	204.60
General Excavation	74	Cu. Yd.	12.87	952.38
Aggregate Shoulders	15	Ton	11.52	172.80
Class "B" Asphalt Concrete	130	Ton	31.10	4,043.00
Concrete Walks	30	Sq. Yd.	11.81	354.30
Concrete Curbs	70	Lin. Ft.	5.25	367.50
Extra for Asphalt Approaches	1	Each	200.00	200.00
			SUBTOTAL	$ 6,749.92
			Engineering	912.08
			TOTAL *	$ 7,662.00

* To be paid by Edward D. Black & Associates, Inc.

September 11, 1980

ACC

Edward D. Black & Associates, Inc.
P.O. Box 946
Albany, Oregon 97321

Attn: Edward D. Black
President

Gentlemen:

On September 11, 1980 a satisfactory bid was received from Hertz Electric, Inc., P.O. Box 577, Albany, Oregon 97321 for Oak Street and Airport Road (Lebanon) Section. Accordingly, the advance deposit based on the anticipated construction cost of the access to your property, per agreement # 7288, is as follows:

Bid Items	$6,749.22
4 1/2% Contingencies	+ 303.75
10% Engineering	674.92
ESTIMATED TOTAL COST	$7,727.89

Advance Deposit:
100% of $7,727.89 = $7,727.89 or say $7,700.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than October 1, 1980.

The attached sheet defines the two options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

[illegible]. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 813: Region 2 Federal Aid Engineer, Phil Stearns
Vern Skoog - Please return completed AD # 813 when advance deposit is received.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
QF-21-2(1)

STATE PROJECT NO.
See below

FROM:
G. L. Grean, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
90020

COUNTY NAME
Linn

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 31 '80
REFER TO Maehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7-31
orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
7-30-80	7-30-80	Primary 21
		STATE ROUTE NUMBER
		Primary 16

GENERAL LOCATION:
Main Street at Oak Street & Airport Road (Lebanon) Section

GENERAL DESCRIPTION OF WORK:
Traffic Signal and Channelization

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*)
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-28-80 you are authorized to proceed with actions necessary to advance the physical construction of the subject project at a TEC of $134,152 - Federal Funds $118,095.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-30-80	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 631-855

1193

CON

16

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 24, 1980

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening July 24, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. TQF-21-2(1) Highway No. 16 - State
Federal-aid Project Name Oak St. & Airport Rd. (Lebanon)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

☐ No additional right of way was acquired. Construction can be accomplished within the existing right of way.

☒ Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

☒ There are no individuals or families to be displaced from residential improvements.

☐ All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

FCL:jh

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Other ~~OREGON~~ STATE HIGHWAY DIVISION

SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ____ of ____

Date 6/10/80

Section Oak St + Airport Rd. (Lebanon)

County Linn

Kind Of Work Grading, Paving Signals

Length .05

Name B. Bergstedt

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	6%	5,700	342.00
	Temporary Protection and Direction of Traffic		All	0		—
	Temporary Signs		Sq. Ft.	0		—
	Temporary Barricades		Each	0		—
	Flagmen		Hour	0		—
	Roadwork					
	Removal of Structure and Obstructions		All	20%	1,000.00	200.—
	General Excavations		Cu. Yds	74	8.00	592.—
	Aggregate shoulders		Ton	15	10.50	157.50
	Class "B" Asphalt Concrete		Ton	130	37.00	4,810.00
	8-inch Sewer Pipe		Lin. Ft.	0		—
	Concrete Inlets, Type CG-1		Each	0		—
	Concrete Walks		Sq. Yd.	30	15.00	450.00
	Concrete Driveways		Sq. Yd.	0		—
	Concrete Curbs		Lin. Ft.	70	8.00	560.00
	Extra for Asphalt Approaches		Each	1	200.00	200.00
	Adjusting Manholes		Each	0		—
	Adjusting Inlets		Each	0		—
	Traffic Signals					
	Traffic Signal Installation, Complete		All	0		
						7,311.50

No R/W Maps

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	
			TQF-21-2 (1)	other
Mobilization	All	All	94%	6%
Temporary Protection and Direction of Traffic	All	All	100%	
Temporary Signs	Sq. Ft.	280	280	
Temporary Barricades	Each	6	6	
Flagmen	Hour	120	120	
Roadwork				
Removal of Structures and Obstructions	All	All	80%	20%
General Excavation	Cu. Yd.	250	176	74
Aggregate shoulders	Ton	200	185	15
Class "B" Asphalt Concrete	Ton	700	570	130
8-Inch Sewer Pipe	Lin. Ft.	12	12	
Concrete Inlets, Type CG-1	Each	1	1	
Concrete Walks	Sq. Yd.	250	220	30
Concrete Driveways	Sq. Yd.	110	110	
Concrete Curbs	Lin. Ft.	540	470	70
Extra for Asphalt Approaches	Each	1		1
Adjusting Manholes	Each	1	1	
Adjusting Inlets	Each	2	2	
Traffic Signals				
Traffic Signal Installation, Complete	All	All	100%	

Watson, McGill, Butts

16

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/19/80

Donald L [illegible]

~~June 26~~ July 24, 1980 Bid Letting ____________ All Clear Deadline

SECTION Oak St.-Airport Road (Lebanon)
Highway Santiam
County Linn Region 2
Type of Work G-P-Signals Funds Trans
State ____ Consultant ____ Plans Avail. ____ Yes ____ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	X				
Negative Declaration	X				
Project Assessment		X			
Write-off Letter	X				
PERMITS:					
Division of State Lands	X				
D.O.G.M.I.	X				
Corps of Engineers	X				
Coast Guard	X				
Co. Conditional Use	X				
NPS Air Pollution	X				
NPS Water Pollution	X				
CULTURAL:					
Cultural Survey		X			X
Cultural Salvage	X				
NOISE:					
Noise Study		X			

May 28, 1980

Edward D. Black & Associates, Inc.
P. O. Box 434
Lebanon, OR 97355

AGR

MISC. CONTRACTS and
AGREEMENTS No. 7288

Gentlemen:

Attached for your files is a fully executed copy of an agreement to improve access to a proposed commercial development. The State Highway Division will include the work in its contract for construction of the Oak Street and Airport Road Section of the Santiam Highway in Lebanon.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

Bm.

Section Oak St. & Airport Rd. (Lebanon) Programming Estimate $ 137,000

Highway Santiam Project Length .05 mile.

County Linn Completion Time 240 Calendar Days

Kind of Work Grading, Paving & Signals Est. Comp. Date 7-21-81

Prefix 22-1977-921 Letting Date July 24, 1980 Project No. TQF-21-2(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 118,780.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	250	
Permanent Pavement Striping ✓	1,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		$ 2,350
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	1,100	
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 121,130.00
Contingencies (4-1/2%)		5,450.85
Engineering (8, [✓ 9,] 10%)		10,901.70
Subtotal		$ 137,482.55
Credit for		
Estimated Net Authorization, Construction		$ 137,482.55

APPROVED

GON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of
Date 5/27/80

ction Oak St. & Airport Rd. (Lebanon)
County Linn

ind Of Work Grading, Paving & Signals
Length 0.05
Name B. Bergstedt

6-4-80 8

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(5%)	5,700
Temporary Protection and Direction of Traffic		All	All	—	2,900
Temporary Signs		Sq. Ft.	280	6.00	1,680
Temporary Barricades		Each	6	125.00	750
Flagmen		Hour	120	22.00	2,640
Roadwork					
Removal of Structures and Obstructions		All	All	—	1,000.00
General Excavation		Cu. Yd.	250	8.00	2,000.00
Aggregate Shoulders		Ton	200	10.50	2,100.00
Class "B" Asphalt Concrete		Ton	700	37.00	25,900
8-inch Sewer Pipe		Lin. Ft	12	20.00	240.00
Concrete Inlets, Type CG-1		Each	1	550.00	550.00
Concrete Walks		Sq. Yd.	250	15.00	3,750
Concrete Driveways		Sq. Yd.	110	20.00	2,200.00
Concrete Curbs		Lin. Ft.	540	8.00	✓4,320
Extra for Asphalt Approaches		Each	1	200.00	200
Adjusting Manholes		Each	1	250.00	250.00
Adjusting Inlets		Each	2	250.00	500.00
Traffic Signals					
Traffic Signal Installation,					
[illegible]		[illegible]	[illegible]		[illegible]

May 22, 1980

Edward D. Black and Associates,Inc.
P. O. Box 434
Lebanon, Oregon 97355

Dear Mr. Black:

In reply to your letter of May 13, 1980, requesting a comparison of bids, attached is a copy of estimates using the State and Morse Bros. for comparison. You will note that Morse Bros:

1. Used a thicker asphalt and aggregate base design(16 inches), where the State used 12 inches of asphaltic concrete.
2. Excavation yardage was larger, but the unit price was much lower.
3. Did not include concrete sidwalk. State did with sidewalk ramps (a $1,050 item).
4. You will note that the unit prices on the items are different, but the total basic cost, not adding the extra items like Engineering and Contingencies and the Designer's costs, are fairly comparable.

If you have any further questions regarding this project, feel free to contact this office or Phil Stearns at the Region Office.

Very truly yours,

D. E. Swan
Operation Programming Engineer

FH:sr

[illegible] 5-17-39

[illegible]

A [illegible] with our [illegible]:

[illegible]

[illegible] [illegible] without a doubt. Our [illegible]
in 1900. All [illegible] would last about [illegible]00-600
depending on [illegible] - The [illegible] we have
does not show one [illegible] [illegible].

MORSE BROS. CONTRACT PROPOSAL, DATED 2-29-80 Sheet ______ of ______

SUMMARY--BID SCHEDULE--COST ESTIMATE Date ______

Section OAK ST.-AIRPORT RD. (LEBANON) County ______

Kind Of Work ______ Length ______ Name ______

No	Item	Code	Unit	Quant.	Unit Cost	Total
	MOBILIZATION (NO COST GIVEN)					
	GEN EXC		CU.YD	120	6^{45}	774^{00}
	3/4"-0 CRUSHED ROCK		TON	35	15^{54}	543^{90}
	1 1/2"-0 CRUSHED ROCK		TON	93	9^{99}	929^{07}
	CLASS "B" ASPH. CONC. MIX.		TON	45	38^{40}	1728^{00}
	SIDEWALK BACKFILL		TON	9	20^{71}	186^{39}
	CURB & GUTTER (NO COST GIVEN)					
	CATCH INLET " " "					
						4161^{36}
	TOTAL COST ON CONTRACT PROPOSAL					5000^{00}

NOTE: P.C. CONC. WALK &
SIDEWALK RAMPS NOT
INCLUDED IN THIS ESTIMATE

ADDITIONAL WORK

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section OAK STREET - AIRPORT ROAD (LEBANON)
Highway SANTIAM County Prefix 22-1977
Length Miles Designer KELLER Date 4-18-80
Signed Title

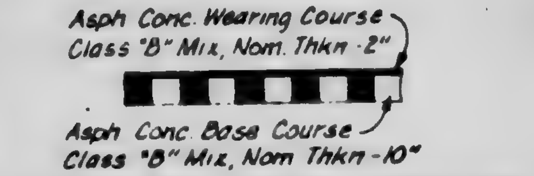
Grading & Drainage		$
Surfacing		$ 7900.00
Extra Work		
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$
TOTAL		$ 7900.00
+20% Engineering and Contingencies		$ 1545.00
~~Structures~~		
DESIGNER TIME (2HR@ $15.83)	$ 31.66	
DRAFTING TIME (2HR@ 10.72)	$ 21.44	
TOTAL ($53.10) USE	$ 55.00	
	$	
TOTAL ~~STRUCTURES~~		$ 55.00
Right of Way		$
TOTAL ESTIMATED COST		$ 9,500.00

OREGON STATE HIGHWAY DIVISION
SUM .Y--BID SCHEDULE--COST ESTIMATE

Sheet ______ of ______
Date ______

Section OAK ST. - AIRPORT RD. (LEBANON)
County ______
Kind Of Work ______
Length ______
Name ______

No	Item	Code	Unit	Quant.	Unit Cost	Total
	MOBILIZATION				8%	600.00
	GEN. EXCAVATION		CU.YD.	70	15.00	1050.00
	CLASS "B" ASPH CONC. MIXTURE		TON	150	30.00	4500.00
	P.C. CONC. WALK		SQ.YD.	40	20.00	800.00
	REMOVAL OF STRUCT. & OBSTRUCT.		ALL	ALL	-	100.00
	SIDEWALK RAMPS		EACH	2	125.00	250.00
	TYPE "A" CURB		LIN FT.	60	10.00	600.00
						7900


Asph Conc. Wearing Course
Class "B" Mix, Nom. Thkn - 2"
Asph Conc. Base Course
Class "B" Mix, Nom Thkn - 10"

ROAD CONNECTION SURFACING

NOTE: CATCH INLET NOT INCLUDED IN THIS ESTIMATE.

WARD D. BLACK & ASSOCIATES, I
P.O. Box 434
Lebanon, Oregon 97355
(503) 259-2656

S.W. REGIONAL OFFICE
2210 WILSHIRE BOULEVARD
SUITE 292
SANTA MONICA, CALIFORNIA 90403
(213) 826-0969

MEMBER
AMERICAN
MARKETING
ASSOCIATION

May 13, 1980

D. E. Swan
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Dear Mr. Swan:

RE: PRO 6

Enclosed herewith find a copy of the initial bid from Morse Bros., Inc. for your comparison to your estimate which accompanied your letter of May 7, 1980.

These specifications were approved by the City of Lebanon. I am not too clear on your drawings as to where the large difference may be in your estimate vs. theirs.

I would imagine that if Morse Bros. is the eventual contractor that their cost should not be significantly different than their original quote. We are aware that a different contractor may be utilized.

I would appreciate your comments on this.

Cordially,

Edward D. Black/dm

EDWARD D. BLACK & ASSOCIATES, INC.

Edward D. Black,
President

EDB/dm

Encl.

PROJECT MANAGEMENT BRANCH
[illegible] STE
[illegible] [illegible] PRE 5
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

MORSE BROS., INC.

CENTRAL CONSTRUCTION DIVISION
P. O. BOX 251
TANGENT, OREGON 97389
TELEPHONE (503) 928-6491

Customer ED BLACK CO.
Address 2011 SANTIAM HWY
Job Site LEBANON, ORE

Date 29 FEB 80
Phone 259-2656
Estimator EVA DEE BOYD

CONTRACT PROPOSAL

DESCRIPTION OF WORK TO BE DONE:

EXCAVATE AREA 13½"
120 CY @ 6.45 CY

3" OF ¾"-0 - 35 TONS @ 15.54 TON

3½" OF ASPHALT 2 LIFTS 45 TONS
@ 38.40

8" OF 1½"-0 CRUSHED ROCK
93 TONS @ 9.99

SIDEWALK BACKFILL 9
TONS @ 20.71

BRIEF DRAWING OF JOB:

1 STANDARD CITY CATCH BASIN
IN STREET

55' OF CURB & GUTTER

MOBILIZATION OF EQUIPMEN
AND MEN

AREA INCREASED TO 2065
SQ. FT., FROM 1952.5 SQ. FT.
& CATCH BASIN ADDITION BY
CITY

We propose to furnish labor and material to complete the job specified above for the sum of $ 5000.00
FIVE THOUSAND & 00/100 DOLLARS

Company Representative Eva Dee Boyd

Accepted

The above prices and specifications are hereby accepted and you are authorized to do the work as specified.

Customer's Signature J. L. Loffelt

It is understood that this proposal is void after 30 DAYS

Remarks: REVISED

Above price based on today's asphalt material cost. Any increase between now and starting date of job will be reflected in final charge.

MBI 8

BROS., INC.

EV. DEE BOYD
ESTIMATOR

32260 Hiway 34
Tangent, Oregon 97389
Office: (503) 928-6491 Home: (503) 258-6124

MORSE BROS., INC.

Customer ED BLACK CO.
Address 2011 SANTIAM HWY, LEBANON
Job Site SAME

Date 21 FEB 80
Phone 259-2656
Estimator EVA DEE BOYD

CONTRACT PROPOSAL

DESCRIPTION OF WORK TO BE DONE:

EXCAVATE 13½" DEPTH AVE.
114 CY @ 6.45 CY

PLACE 3" OF ¾"-0 CRUSHED
ROCK 22 TONS @ 15.54 TN

PLACE 2" LIFT AC & 1½" [illegible]
AC · 43 TONS @ [illegible]8.40 TON

PLACE 8" OF 1½"-0 CRUSHED
BASE ROCK · [illegible] TONS [illegible]

BRIEF DRAWING OF JOB:

MOBILIZATION OF WORKERS
& EQUIPMENT

CURB & GUTTER [illegible] @
[illegible] LF

SIDEWALK & BACKFILL 9
TONS OF ¾"-0 @ 20.71 TON.

AS PER ATTACHED
DRAWING
[illegible] & [illegible]
[illegible]

We propose to furnish labor and material to complete the job specified above for the sum of $ 4336.02
FOUR THOUSAND, THREE HUNDRED, THIRTY SIX 02/100 DOLLARS

Company Representative Eva Dee Boyd

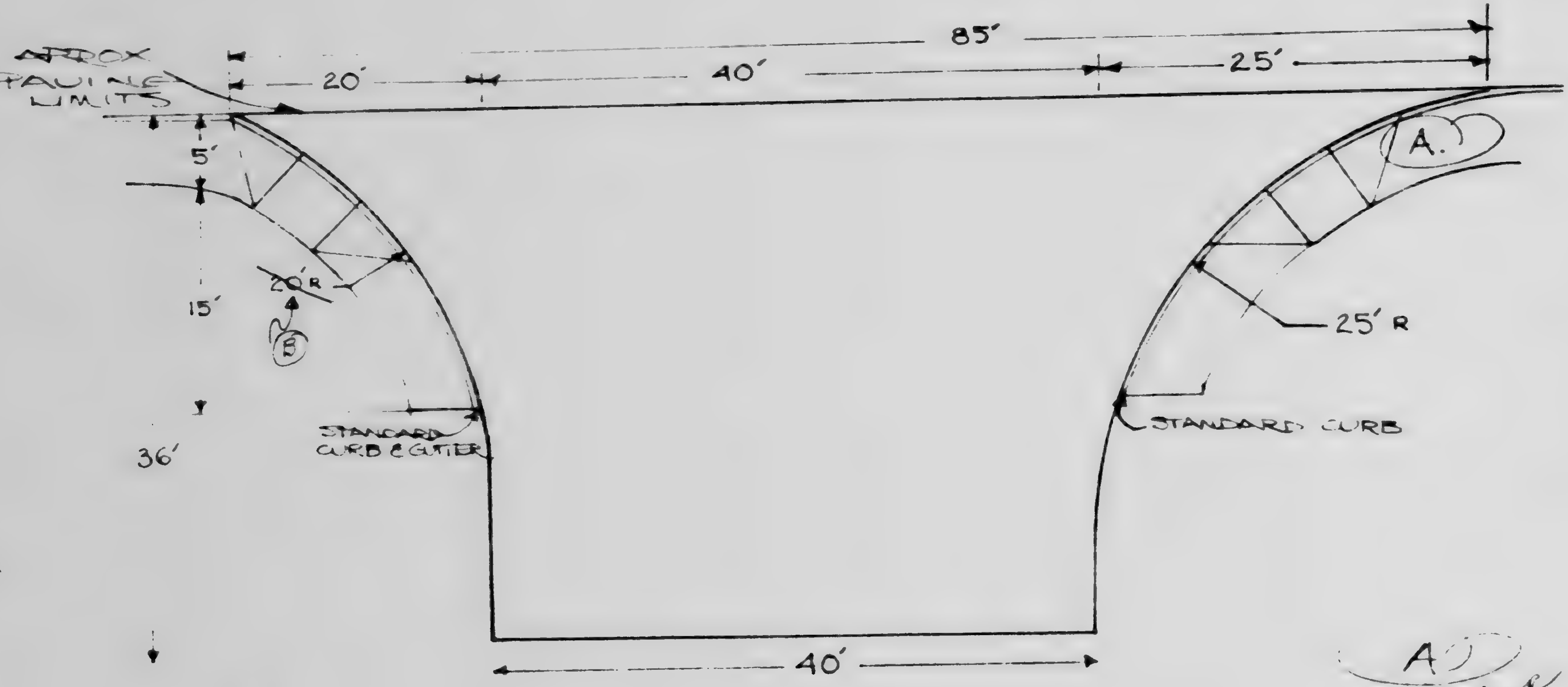
Accepted

The above prices and specifications are hereby accepted and you are authorized to do the work as specified.

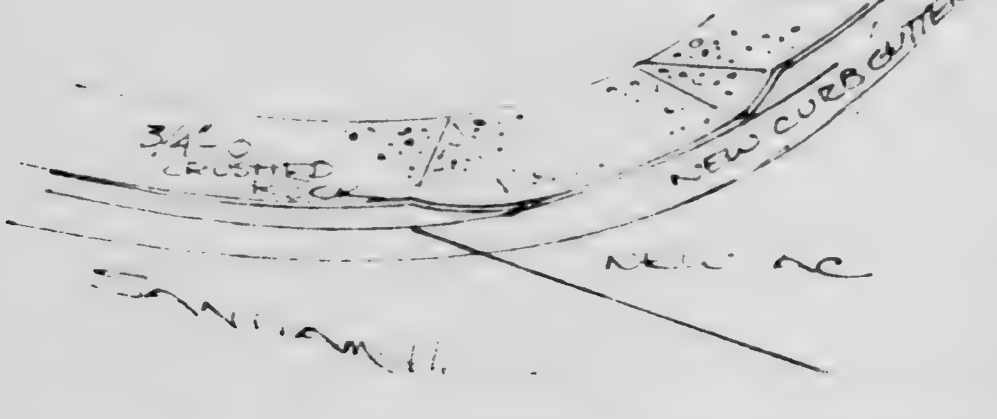
Customer's Signature

It is understood that this proposal is void after 30 DAYS

Remarks: SORRY FOR THE DELAY, & AS IT TURNED OUT, MY PRICES WERE UNCHANGED.

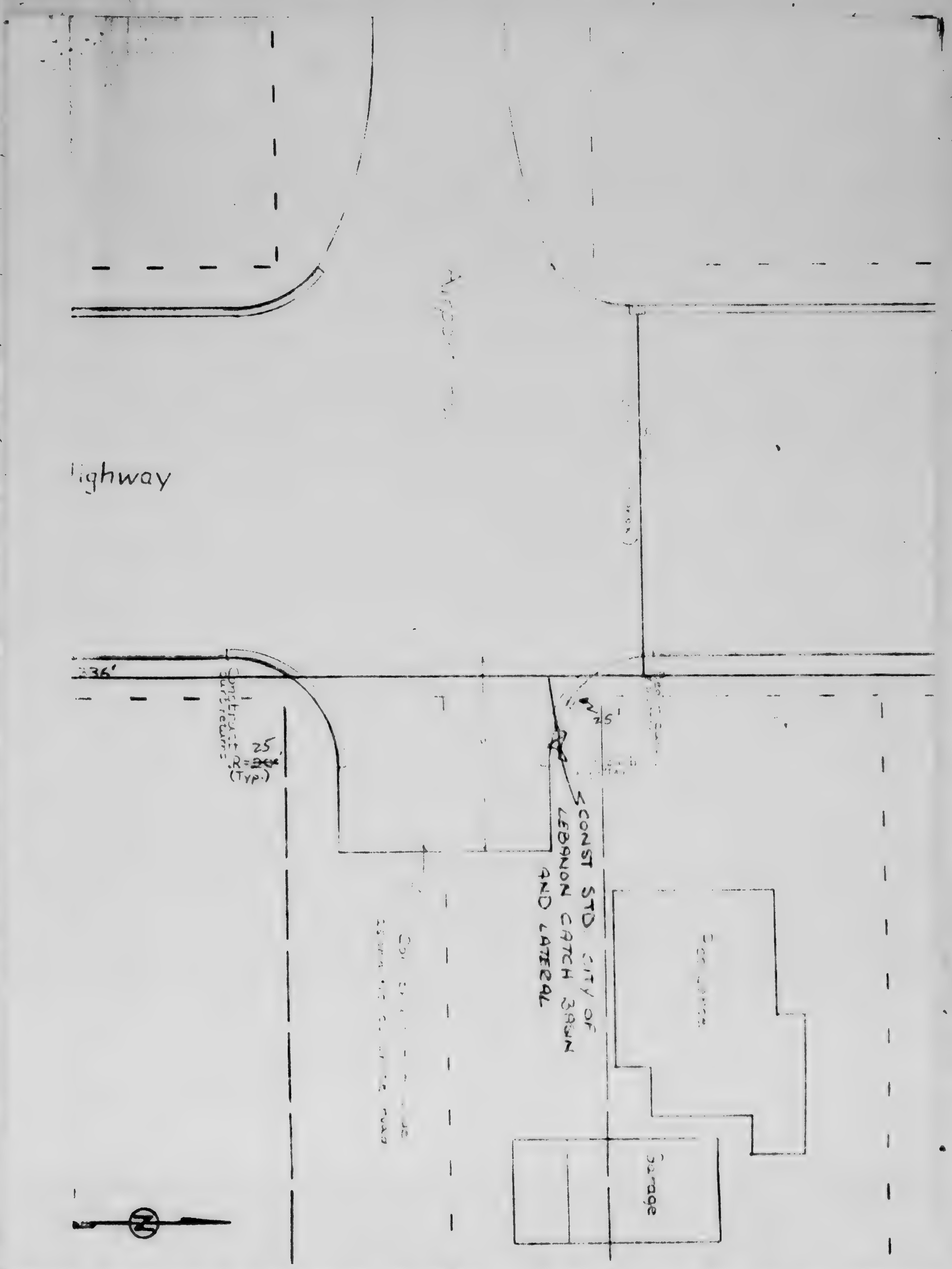


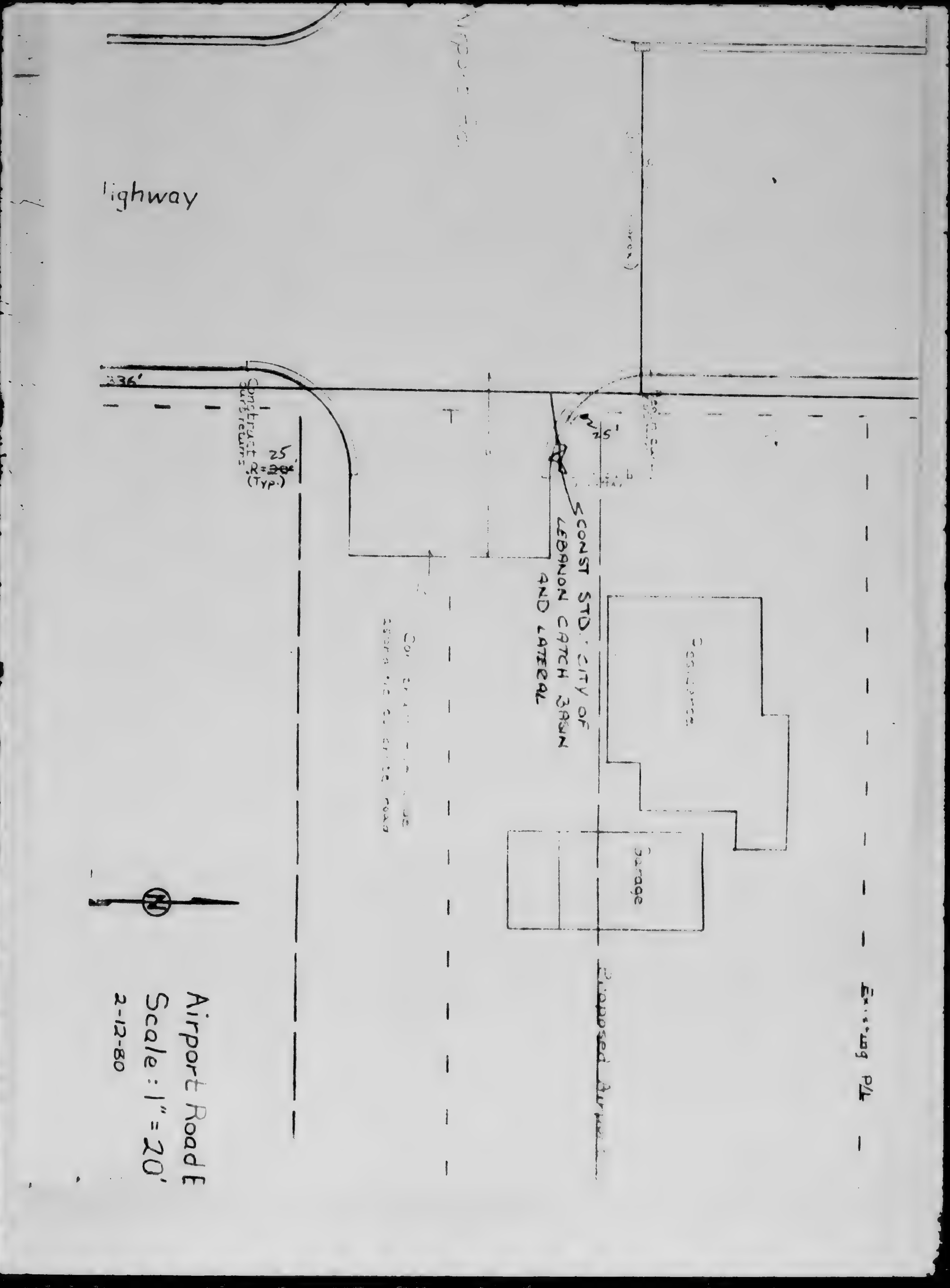
APPROX
PAVING
LIMITS
20'
40'
85'
25'
5'
15'
36'
20'R
B
A.
25'R
STANDARD
CURB & GUTTER
STANDARD CURB
40'



A
3/4"-0
CRUSHED
ROCK
NEW CURB GUTTER
NEW AC

(B)
This is to be
25'R


ighway
336'
25
R=~~20~~'
(Typ.)
25'
5 CONST STD. CITY OF LEBANON CATCH BASIN AND LATERAL
Garage



ighway
336'
Construct curb returns
R = ~~20'~~ 25' (Typ.)
25'
CONST STD. CITY OF LEBANON CATCH BASIN AND LATERAL
Residence
Garage
Proposed
Existing P/L
Airport Road E
Scale: 1" = 20'
2-12-80

STATE OF OREGON

INTEROFFICE MEMO

TO: Gerald W. Wimer
Region 2 Construction Engineer

DATE: April 30, 1980

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Oak Street-Airport Road (Lebanon)
South Santiam Highway
Linn County

We have added the 36-foot street extension for the Edward D. Black & Associates development to the project plans.

This street stub, opposite Airport Road on the east side of the highway, is shown on sheet 4 of the plans. The Traffic Section has been furnished a copy of the plan.

One copy of the preliminary plan and an itemized cost estimate is attached.

FE:ab
cc: Howard Johnson, w/attach.
Mainor Holmes, w/attach.
F. Eriksen

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
MAY 5 1980
REFERRED TO ____________________
FOR ____________________________
FILE: PM FA LG.

Contains Recycled

ADDITIONAL WORK

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section OAK STREET – AIRPORT ROAD (LEBANON)
Highway ______ County ______ Prefix 22-1977
Length ______ Miles ______ Designer KELLER Date 4-18-80
Signed ______ Title ______

Grading & Drainage		$
Surfacing		$ 7640⁰⁰
Extra Work		
INCIDENTALS	$ 100⁰⁰	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 100⁰⁰
TOTAL		$ 7740⁰⁰
+20% Engineering and Contingencies		$ 1555⁰⁰
~~Structures~~		
DESIGNER TIME (2HR @ $15.83)	$ 31.66	
DRAFTING TIME (2HR @ 10.72)	$ 21.44	
TOTAL ($53.10) USE	$ 55⁰⁰	
	$	
TOTAL ~~STRUCTURES~~		$ 55⁰⁰
Right of Way		$
TOTAL ESTIMATED COST		$ 9350⁰⁰

GON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ______ of ______
Date ______

Section Oak St. - Airport Rd. (Lebanon)
County ______

Kind Of Work ______ Length ______ Name ______

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization				9%	630^{00}
	Gen. Excavation		Cu. Yd.	74	15^{00}	1110^{00}
	Class "B" Asph Conc. Mixture		Ton	150	30^{00}	4500^{00}
	P.C. Conc. Walk		Sq. Yd.	40	20^{00}	800^{00}
	Removal of Struct. & Obstruct.		All	ALL	—	200^{00}
	Sidewalk Ramps -1010		Each	2	200^{00}	400^{00}
						7640^{00}

ADDITIONAL WORK

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section OAK STREET · AIRPORT ROAD (LEBANON)
Highway SANTIAM County ______ Prefix 22-1977
Length ______ Miles ______ Designer KELLER Date 4-18-80
Signed ______ Title ______

Grading & Drainage		$
Surfacing		$ 764000
Extra Work		
INCIDENTALS	$ 100.00	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 100.00
TOTAL		$ 7740.00
+20% Engineering and Contingencies		$ 1555.00
~~Structures~~		
DESIGNER TIME (2HR@ $15.83)	$ 31.66	
DRAFTING TIME (2HR@ 10.72)	$ 21.44	
TOTAL ($53 ...) USE	$ 55.00	
	$	
TOTAL ~~STRUCTURES~~		$ 55.00
Right of Way		$
TOTAL ESTIMATED COST		$ 9350.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet ______ of ______
Date ______

Section OAK ST. - AIRPORT RD. (LEBANON)
County ______

Kind Of Work ______ Length ______ Name ______

No	Item	Code	Unit	Quant.	Unit Cost	Total
	MOBILIZATION				9%	630^{00}
	GEN. EXCAVATION		CU.YD.	74	15^{00}	1110^{00}
	CLASS "B" ASPH CONC. MIXTURE		TON	150	30^{00}	4500^{0}
	P.C. CONC. WALK		SQ.YD.	40	20^{00}	800^{0}
	REMOVAL OF STRUCT. & OBSTRUCT.		ALL	ALL	–	200^{00}
	SIDEWALK RAMPS		EACH	2	200^{00}	400^{0}
	-1010					7640^{0}

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 22-1977

INTER-OFFICE CORRESPONDENCE
April 4, 1980
Salem Oregon

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: Howard Johnson
Fred Erickson
Mainor Holmes

SUBJECT: Edward D. Black & Associates
Development
Oak St. & Airport Rd. (Lebanon)
South Santiam Hwy

Edward D. Black & Associates according to the attached March 31 letter and attachments from Resident Engineer J. M. Martin expressed their desire to have our project incorporate enough additional roadwork at their expense for us to include the additional signal work at our expense. To put this into effect those to whom this letter is directed should do the following:

Howard Johnson- Issue the necessary Road Approach Permit. The Permit needs to clearly require the applicant to pay for additional traffic detector loops at such time as the paving is extended. The permit also needs to require "the area beyond the 36' paving limit shall be cleared and graded to allow unobstructed access to the road connecting to Oriole Drive by Sept. 1, 1980, or this permit and any existing access rights become nul and void and the state shall have the right to completely barricade off at the highway curb line all of the Airport Rd. extension being constructed under this permit."

Fred Erickson- Please add the 36' of street extension to our plans and prepare an estimate of quantities and cost for use by Howard Johnson and Mainor Holmes. Also furnish all involved a copy of the new plan, particularly a copy to the Traffic Section for their use in preparing a signal plan that accommodates the extension of Airport Rd.

Mainor Holmes- Prepare and process an agreement that calls for Edward D. Black & Associates to pay for the grading, curb, paving, and other related items for their benefit prior to our awarding a contract. His office would also arrange for the collection of that sum and for final billing at the appropriate time.

For the benefit of each of those to whom this letter is directed or receiving a copy, a copy of J. M. Martin's March 31st and March 10th letters and their attachements are attached. Should any of you have further questions, please let me know or you might utilize J. M. Martin as a resource person.

GW/rgb
cc: J. Martin, L. E. George

FORM 81-734-3050

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Albany, OR 97321
March 31, 1980

FILE: 22-1977

FROM: J. M. Martin
Resident Engineer

SUBJECT: Oak St. & Airport Road (Lebanon)
Santiam Highway
Linn County

TO: G. W. Wimer
Region II Construction Engineer

Attached for your review and concurrance is a copy of my letter dated 3/27/80 to Edward. D. Black & Associates, also a copy of their letter of the same date, all relating to the proposed access at the Airport Road intersection.

Their letter does not respond to some of the conditions of the proposed permit because it was written prior to receiving mine. Subsequently Lebanon City Engineer Paul Haines and Mr. Black expressed agreement with all conditions.

I am requesting the Region to authorize the inclusion of Black's design in the State's contract and plans, also to direct the District Engineer to issue an Order to Render Service to Black & Associates and The City of Lebanon.

This matter has been discussed with Bob Brown of the District Engineer's office, also with Robert Prange and Mainor Holmes of the Project Management Unit, all whom concur with the procedure described.

REGION 2 ENGINEER
RECEIVED
APR 2 1980
☐ RLE ☐ RBE
☐ RE (☐ RCE) ☐ RME ☐ RTE ☑ ROE
☐ ULE ☐ GEO ☐ PSO ☐ ENV ☐ RFE

cc: District Engr w/ copies ref. ltrs.

22-1977

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

3400 Spicer Road
Albany, OR 97321

March 27, 1980

Edward D. Black & Associates, Inc.
P. O. Box 434,
Lebanon, OR 97355

Attn: Edward D. Black, President

Subject: Access East of Santiam Hwy.-Airport Road Intersection

Dear Sir:

This will confirm pertinent points of our discussion this morning with regard to access at subject intersection.

Formal approval of the access is contingent on the receipt of an "Application and Permit to Construct Road Approach" obtained from, and submitted to, the District Engineer whose address is 3700 S. W. Philomath Hwy., Corvallis 97330. The phone number is 757-4211.

The City of Lebanon and Black & Associates jointly shall secure the road approach permit which shall stipulate the following:

1. The proposed road approach shall incorporate the design dated 2-12-80 submitted by Black & Associates.
2. The City of Lebanon shall install at their expense the additional detector loops when Airport Road is extended.
3. The area beyond the 36' paving limit shall be cleared and graded to allow unobstructed access to the road connecting to Oriole Drive.
4. The permit holders agree to complete the construction of curbs and paved approach by May 1, 1980, and to complete the work described in 3 above by September 1, 1980. or
5. In lieu of 4 above Black & Associates shall, by April 1, 1980, arrange to have their approach design, at their prepaid expense, incorporated in the State's contract. The work described in 3 above shall remain the responsibility of Black & Associates and shall be completed by September 1, 1980.
6. Such other conditions as may be required for the protection of the public's interest.

Form 81-734-3122

Should Black & Associates elect to have the construction of the access incorporated in the State's contract 100% of the cost of that portion of the contract must be deposited after bids are opened and before the contract is awarded.

If the fore-going conditions are met the cost of the added signalization will be borne by the State, otherwise we shall proceed with current plans for a "T" intersection but shall install poles of extra-strength in order to acommodate the added weight of future signal heads.

Very truly yours,

J M Martin

J. M. Martin
Resident Engineer

cc: Lebanon City Engineer
District Engineer
Region

EDWARD D. BLACK & ASSOCIATES, INC
P.O. Box 434
Lebanon, Oregon 97355
(503) 259-2656

S.W. REGIONAL OFFICE
2210 WILSHIRE BOULEVARD
SUITE 292
SANTA MONICA, CALIFORNIA 90403
(213) 826-0969

MEMBER
AMERICAN
MARKETING
ASSOCIATION

March 27, 1980

Mr. Jack M. Martin
Resident Engineer
Oregon State Highway Division
3400 Spicer Rd.
Albany, Oregon 97321

Re: Signal Installation at Airport Road/Access Permit

Dear Mr. Martin:

Per our conversation this morning we hereby agree to the following:

1. Prior to activation of the signals we shall provide a gravel loop to connect to Oriole Drive. (So road is not a deadend).
2. Curb returns and asphalt work can be provided by the project contractor. Our portion of the cost will be deposited with the State upon awarding of the bid.

Thank you for your cooperation.

Cordially,

Edw D Black

Edward D. Black

EDB:gf

cc: J.D. Griffith
G.B. Cross
Paul Haines

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Albany, OR 97321

March 10, 1980

FILE: 22-1977

FROM: J. M. Martin
Resident Engineer

TO: G. W. Wimer
Region Construction Engineer

SUBJECT: Intersection Airport Rd @
Santiam Highway
Oak St. & Airport Rd. (Lebanon)

Attached are two drawings depicting the access proposed by Edward D. Black and Associates at subject intersection.

This has been discussed with Black and Lebanon City Engineer Paul Haines. Black will construct the curbs and walks and install the drainage and pavement at no cost to the city.

The City has approved this design and intends to inspect the work. It will insist on whatever pavement depth the State considers adequate to protect the detector loops. Work will commence shortly after the contract is let for the other work at this intersection.

We recommend the sidewalk ramps be deleted from the contract work planned for the east side of the highway and allow the developer to install incidental to the other work he proposes.

To reduce the length of the road needing pavement the developer requests only the loops nearest the intersection be required. I have discussed this with David Weaver and, because of the small number of vehicles using this access, he believes this can be arranged.

Attach (2)

REGION 2 ENGINEER
RECEIVED
MAR 13 1980
RLE RE RCE RME RTE ROE
ULE GEO RSO ENV

cc Jack Martin — We'll live up to my 1-7-80 note and your 1-11-80 and 1-14-80 letters providing:

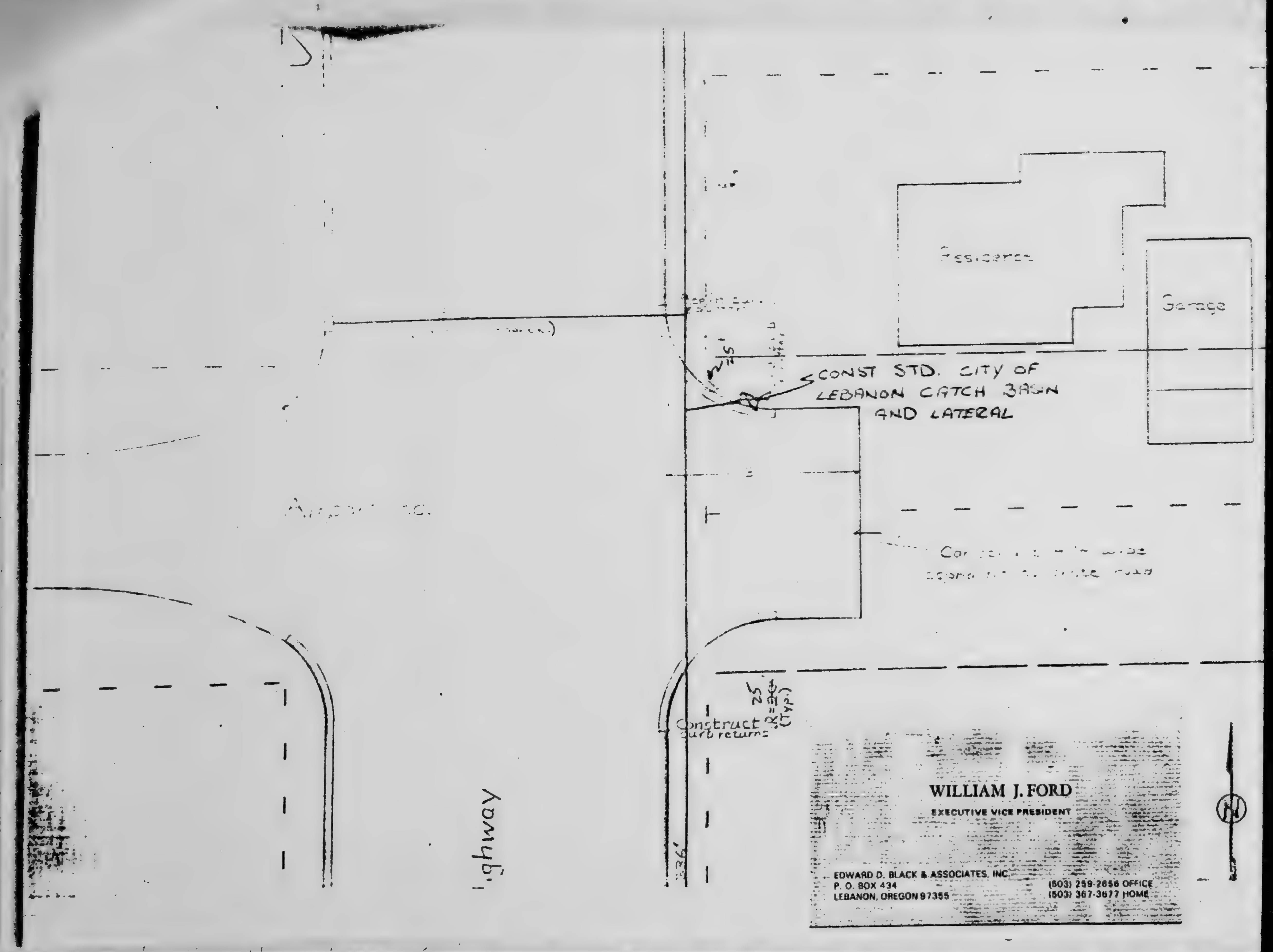
1) Street is effectively opened and not simply deadended 36' from highway curb
2) City secures road approach permit agreeing to:
    a) Additional future loops at their expense
    b) Completes presently proposed construction by Black by May 1 or
    c) Arranges by April 1 to incorporate this work in our contract at Black's proposed expense when we open bids

∴ We shouldn't allow 2 above without positive assurance of 1

cc S.E. George w/attach
Howard Johnson w/attach

G Wimer

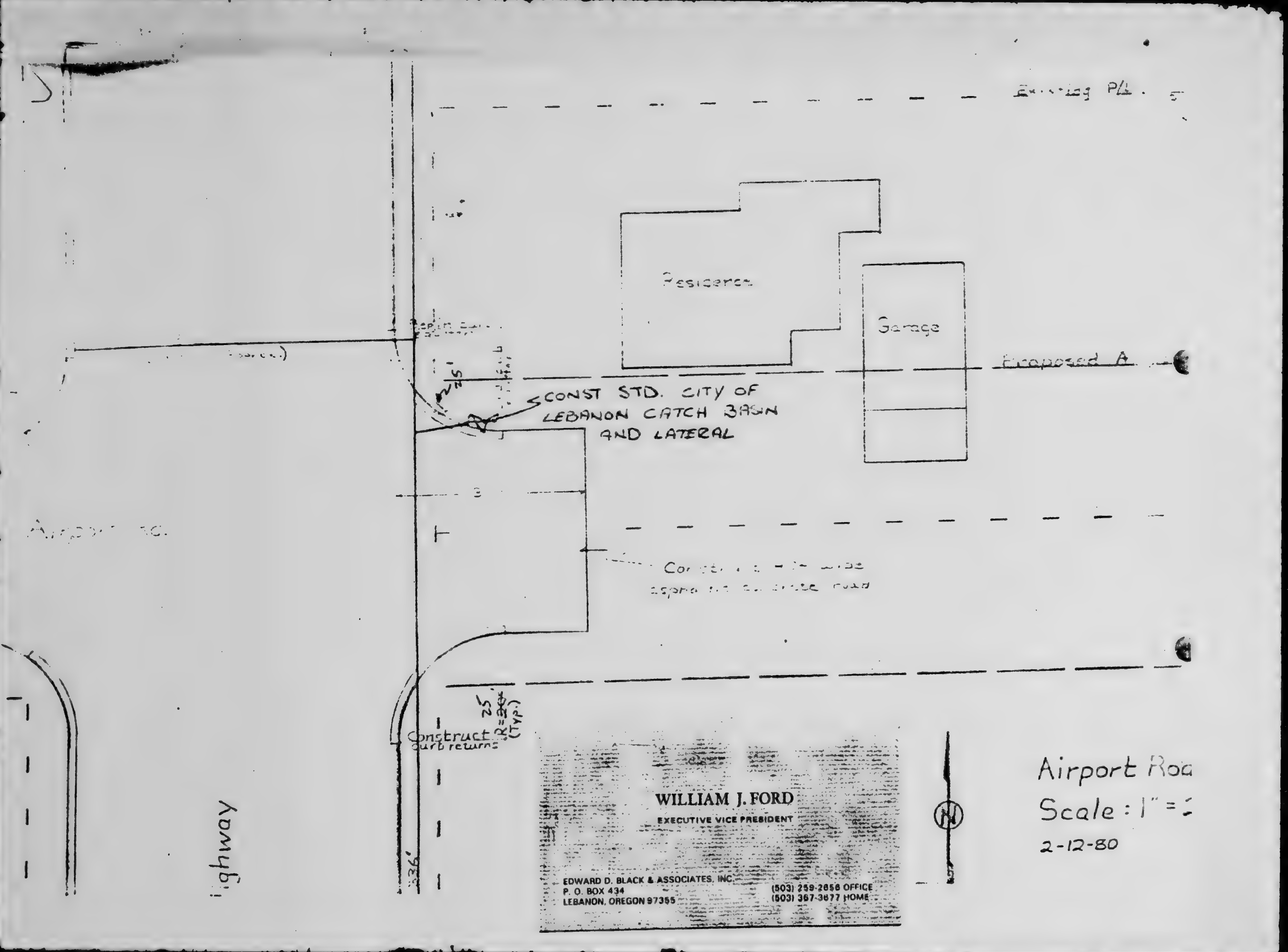
md 3-19-80


Airport Rd.
ighway
36'
Construct curb returns
R=~~20~~ 25 (Typ.)
5'
Residence
Garage
N

CONST STD. CITY OF LEBANON CATCH BASIN AND LATERAL

WILLIAM J. FORD
EXECUTIVE VICE PRESIDENT

EDWARD D. BLACK & ASSOCIATES, INC.
P. O. BOX 434
LEBANON, OREGON 97355
(503) 259-2656 OFFICE
(503) 367-3677 HOME


Existing P/L
Residence
Garage
Proposed A
5'
CONST STD. CITY OF
LEBANON CATCH BASIN
AND LATERAL
Construct curb returns
~~20~~ 25'
R=
(Typ.)
36'
ighway

Airport Roa
Scale : 1" =
2-12-80

WILLIAM J. FORD
EXECUTIVE VICE PRESIDENT

EDWARD D. BLACK & ASSOCIATES, INC.
P. O. BOX 434
LEBANON, OREGON 97355

(503) 259-2856 OFFICE
(503) 367-3677 HOME

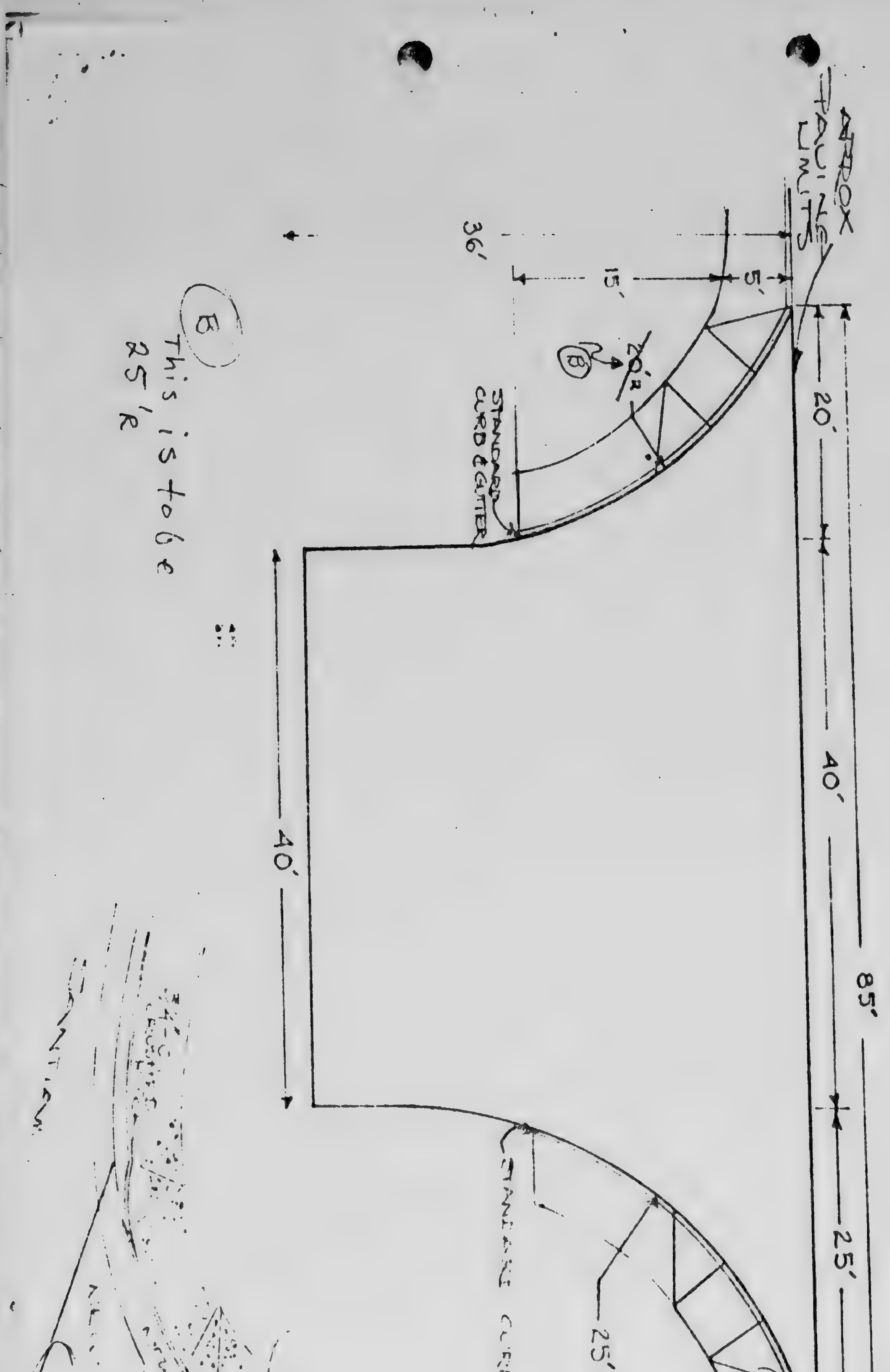

APPROX PAVING LIMITS
36'
15'
5'
20'
40'
85'
25'
40'
B
~~20'R~~
STANDARD CURB & GUTTER
STANDARD CURB
25'R
A.
B
This is to be 25'R
A

EXHIBIT A

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Albany, OR 97321
January 3, 1980

FILE: 22-1977

FROM: J. M. Martin
Resident Engineer

SUBJECT: Oak St. & Airport Rd. (Lebanon)
Linn County

TO: G. W. Wimer
Region Construction Engineer

Attached are copies of correspondence relating to the inclusion of a 40' wide driveway approach requested by the City of Lebanon. This approach, originally requested by Black & Associates, would be centered on the future projected centerline of Airport Road.

Until Airport Road is extended the approach would provide access into a development planned by Black, but because the access will eventually be a city street there should be curb radii rather than a depressed section.

This work has been discussed with Fred Lucht with reference to access permit, and with John Irwin with regard to possible signal design conflicts. Neither see any problems. Irwin suggest the access be barricaded until development is complete. I believe the City should arrange a suitable barricade.

We have not responded to Black's letter of January 2nd. In it he presumes no assessment of costs for this work. Is he correct? We'll delay responding until advice from the Region.

cc Jack Martin
H Johnson

Attach. (5)

REGION 2 ENGINEER
RECEIVED
JAN 7 1980

1-7-80 Discussed w/ Weaver, Stearns & Martin
Continue with original plan involving
no curb work on easterly side,
just better poles properly located
leaving $2700 of additional signal (future)
work to Developer and/or city
unless they proceed by April 1 to
develope a street as extensive as Oriole Ave
(a temp. connection?) with curb returns & enough
pavement for loops in which case we'll
include the $2700 of work in our plans & Weaver's

Oregon State Highway Division

3400 Spicer Road
Albany, OR 97321

January 11, 1980

Edward D. Black & Associates, Inc.
P. O. Box 454,
Lebanon, OR 97355

Attention: Mr. Edward D. Black, President

Dear Mr. Black:

Attached is a copy of the letter to the City of Lebanon which addresses the concerns expressed in your letter of January 2nd.

To summarize:

Access of the width and at the location requested probably will be approved.

City of Lebanon will construct the curb returns when they are ready to develop the street.

If City will, by April 1, 1980, commit itself to having the street constructed on or about May 29, 1980 the State will include the added signalization in the contract at no cost to the City.

If the signalization is delayed for future installation the cost will be borne by the City and/or the Developer.

Whenever the extra signalization is constructed the design will include channelization to provide controlled left-turn movements out of Santiam Highway.

If further information is needed, please do not hesitate to write or call me.

Sincerely,

J. M. Martin
Resident Engineer
Phone 967-2020

cc: James Ruef

Oregon State Highway Division

[illegible] Spicer Road,
Albany, OR 97321

January 14, 1980

Mr. James P. Ruef, Associate Civil Engineer
Lebanon City Hall
P. O. Box 247
Lebanon, OR 97355

Subject: Access at Santiam Hwy. & Airport Road Intersection

Dear Jim:

There appears to be no objection by the State to a 40' access on the east side of subject intersection. Formal approval is contingent upon the receipt of an "Application and Permit to Construct Road Approach" obtained from, and submitted to, the District Engineer office in Corvallis. Allow about ten days for processing.

Any design for the approach must include adequate provision for traffic control. As is indicated by the attached set of revised drawings no curb work by the State is to be done on the east side, except that necessary to construct the sidewalk ramps. Therefore, the engineering and design for the approach, including curb returns, will be the responsibility of the City or its designee.

We shall, however, install extra-strength signal poles that will accommodate the added signal heads which will be required when Airport Road is extended, and we shall locate the poles to be compatable with the future curb returns.

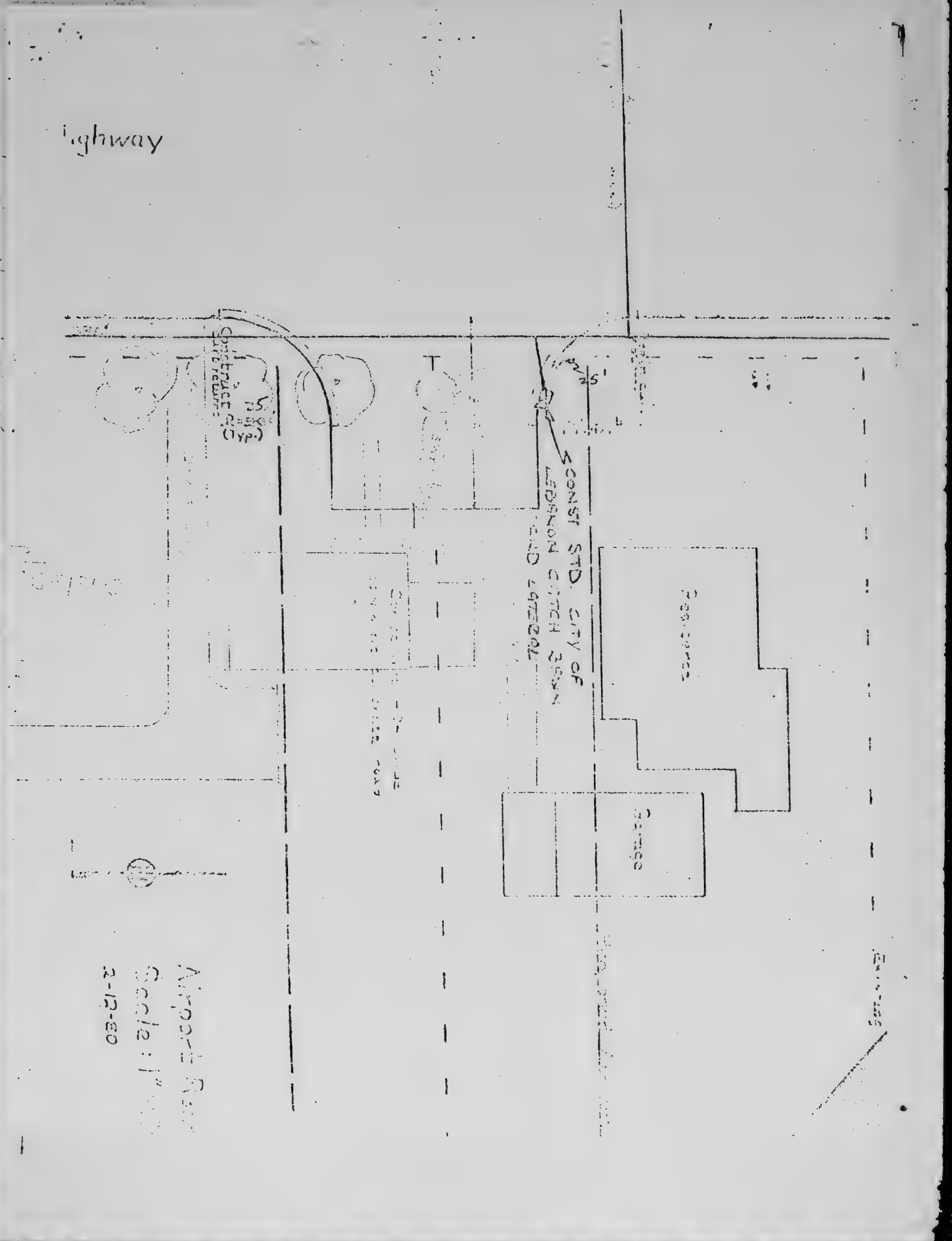
This project is scheduled for contract letting May 29, 1980. Should the City notify the Highway Division by April 1, 1980 that it will proceed to develop and have completed on or about May 29, 1980 a street extension to [illegible], with curb returns and enough pavement for detector loops, the State will include the added signalization and left-turn channelization in the impending contract and absorb the added construction cost. If the added signal and channelization is constructed at a future date its cost would be borne by the City and/or the Developer.

A copy of this letter is being mailed to Edward D. Black & Associates, Inc. in response to their letter to me, dated January 2, 1980.

Cordially,

J. M. Martin
Resident Engineer

Attach. (Revised Dwgs.)


ighway
Construct Driveways
25' R (Typ.)
T
25'
CONST STD. CITY OF LEBANON CATCH BASIN AND LATERAL
Residence
Garage
Airport R
Scale: 1"
2-12-80

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
November 27, 1979
Salem, Oregon

FILE: 16

FROM: Gerald W. Wimer Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: Hal Versteeg
ROAD DESIGN ENGINEER

SUBJECT: Oak Street Intersection
City of Lebanon
S. Santiam Hwy

The attached sketch shows a revision in the proposed right of way taking at the subject intersection. This revision becomes necessary in order to avoid an underground gas tank.

Please have your staff prepare a revised right of way description for use by our Region Right of Way Office.

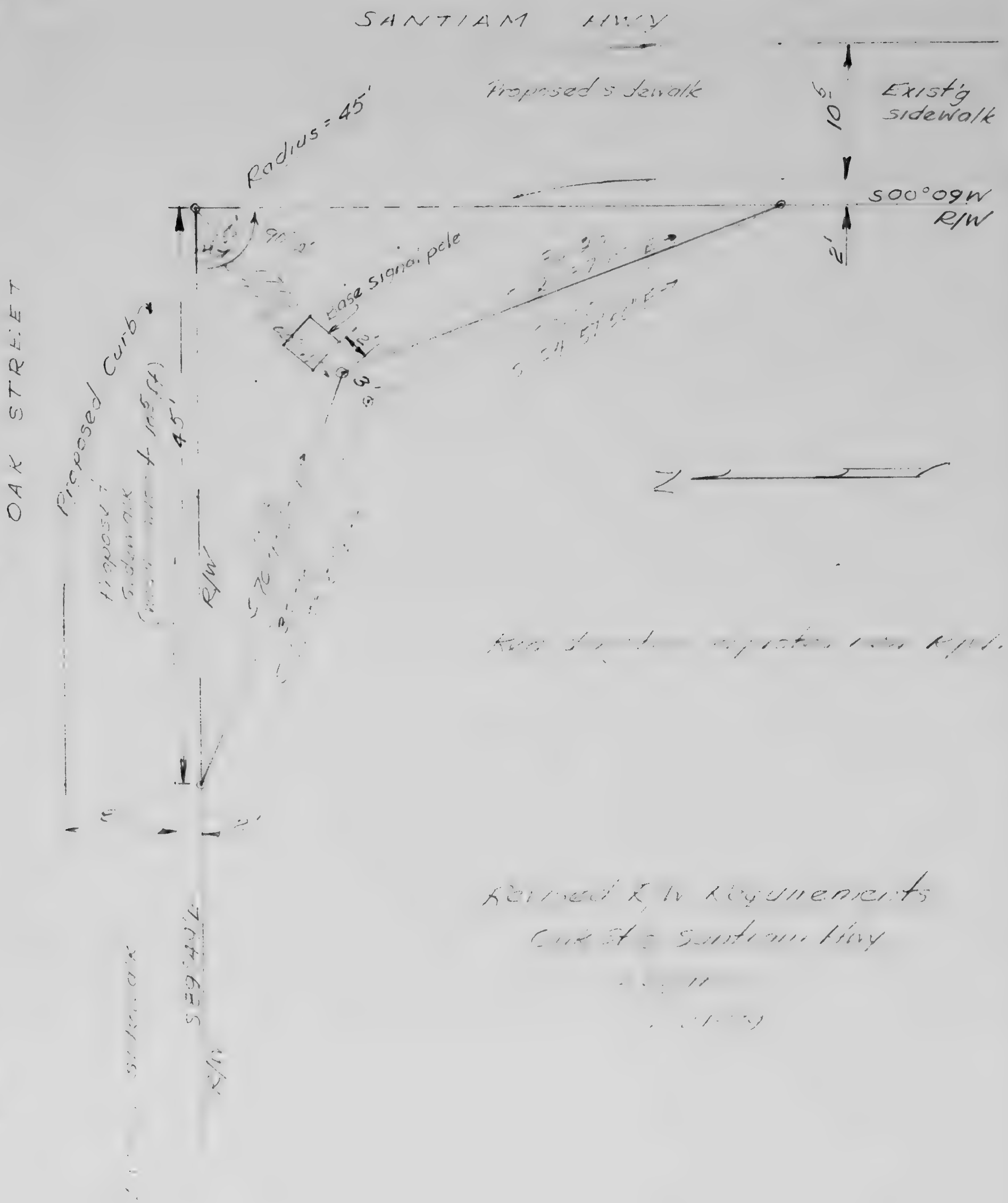
GWW/rgb
cc: Jim Dixon
Jack Martin

REFERRED TO
Beard
Stoudenmeyer
Cole
Sample
Eriksen
✓ Watson NEM
Hager
Lau
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
1979

1
2
3

desc revised
11-30-79


SANTIAM HWY
Proposed sidewalk
Exist'g sidewalk
10.5'
S00°09W
R/W
2'
Radius = 45'
41.5'
Base signal pole
12"
3'
OAK STREET
Proposed Curb
45'
R/W
5'
2'
R/W

[illegible]

Revised R/W Requirements
Oak St & Santiam Hwy

22-1977

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

3400 Spicer Road
Albany, OR 97321

RECEIVED
STATE HWY ENGR
NOV 6'79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

November 2, 1979

Edward D. Black & Associates, Inc.
P. O. Box 434.
Lebanon, OR 97355

Attention: Mr. Edward D. Black

Subject: Signal at intersection of Santiam Hwy and Airport Road

Dear Sir:

Your letter of October 29, 1979 with reference to the subject traffic signals has been forwarded to this office.

The present signalization design for the subject intersection is a 3-phase system tailored to the requirements of the present "T" intersection.

Your request for a left-turn signal for south-bound traffic turning eastward into your access can be addressed only in a general sense until we receive from you a plan showing the exact location and design of the access proposed.

If the plan is approved by the City of Lebanon and the Highway Division the cost of the modification to the present design would be borne by the developer. The modification would consist of one extra traffic signal, detector loops installed in the left-turn lane and one extra amplifier, also other modifications that may be required by the designer. We estimate the cost to be approximately $2,700.

We regret that we are unable at this time to provide the requested verification, however we shall give the matter our most expeditious attention when we have received from you the required information.

To avoid unnecessary delay we suggest you inform the City of the details of the proposed access and obtain their approval.

Very truly yours,

J. [illegible] Martin
Resident Engineer
Phone No. 967-2020

cc: [illegible] S. Coulter, C. O. Fredrickson, L. E. George, H. Johsnson

Form 81-734-3122

EDWARD D. BLACK & ASSOCIATES, INC.
P.O. Box 434
Lebanon, Oregon 97355
(503) 259-2656

S.W. REGIONAL OFFICE
2210 WILSHIRE BOULEVARD
SUITE 292
SANTA MONICA, CALIFORNIA 90403
(213) 826-0969

MEMBER
AMERICAN
MARKETING
ASSOCIATION

October 29, 1979

State of Oregon
Highway Department
Salem, Oregon

Re: Signal at intersection of Highway 20 and Airport Road, Lebanon.

Gentlemen:

It is our understanding that the State is proceeding with plans to install a signal at Highway 20 and Airport Road in Lebanon.

Currently our access is from Oriole Dr. or our driveway directly across from Airport Road.

When the signal is installed we will lose our access (from East bound Highway 20). We plan on developing the property for commercial business and will have substantial traffic in and out.

We were told by someone at the Highway Dept. that a left turn access at the signal would be engineered into the system for us which would be activated when our project is completed.

I am seeking a verification, in writing, at this time. It will be essential for access and, of course, financing.

Cordially,

E. Black

Edward D. Black,
President

EDB:gf

OCT 30 '79

REFER TO
Fredrickson

FOR

Info	Inves	R/D	D/R	Sum	Act	File
			✓			

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. TQF-21-2(4)

STATE PROJECT NO. See below

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90020

COUNTY NAME Linn

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79
REFER TO
10-16 orig Moehring
FOR
Info Invest R/D O/R Sgn Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-5-79

FEDERAL ROUTE NUMBER Primary 21

STATE ROUTE NUMBER Primary 16

GENERAL LOCATION:

Oak Street and Airport Road (Lebanon) Section

GENERAL DESCRIPTION OF WORK:

Acquisition of Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER *(Specify)*
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 18, 1979, you are now authorized to proceed with all phases of right of way acquisition as outlined on right of way map 8B-18-23 and IR-4-699 for a TEC of $12,600 - Federal participation limited to $11,100. Federal participation is limited to that right of way actually incorporated into the final location.

DATE 10-5-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—721-946

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

STATE A-95 REVIEW CONCLUSIONS

NOTED
H. S. COULTER

APPLICANT: OR DOT-HWY DIV

PROJECT TITLE: Oak St & Airport Rd LINN

DATE: September 12, 1979

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
Reg. 2 Engineer
Dist. 3 Engineer

RECEIVED
STATE HWY ENGR
SEP 14 '79
REFER TO
FOR

Info	[illegible]	[illegible]	[illegible]	Sign	Act	File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7908 [illegible]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

8-10-79

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 10, 1979

In Reply Refer to
File No.:

TO Executive Department
Federal Aid Coordination Unit

Oregon District 4 Council of Governments
#7 Wellsher Bldg.
Corvallis, OR 97330

FROM D. E. Swan
Operation Programming Engineer

NOTED
H. S. COULTER

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 4
Section: Oak St. & Airport Rd. (Lebanon)
Highway: Santiam Hwy., US-20
County: Linn

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be September 10, 1979.

BLG:dmc
Attachments

cc:
G. L. Green, FHWA
H. S. Coulter✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg
Gary Potter
W. J. Hart
Reg. 2 Engr: C. O. Fredrickson
Dis. 4 Engr: H. C. Johnson
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
AUG 15'79
REFER TO

FOR

Info	Inves	R/D	D/R	Sgn	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Oak St. & Airport Rd. (Lebanon)

11 12] PROJECT LOCATION—CITY: Santiam Hwy.
US-20
| PROJECT LOCATION—COUNTY: Linn | PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 A 3-phase traffic signal will be installed and channelization will be provided at [71

12] the intersection of Airport Road and Santiam Highway. The right-turn radius at [71

06 Oak Street to Santiam Highway will be increased to 55-feet and the existing [71

07 12] signals will be moved. [71

08 12] [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: August 10, 1979

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Sept. | 43] DAY [44: 10 | 45] YEAR [46: 1979

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Aug. 10, 1979

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

TQF-21-2(1)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date August 2, 1979

Section Oak St.&Airport Road (Lebanon)

Unit (if appl)

County Linn

City Lebanon

Highway Santiam

State Hwy. No. Primary Rt. 16

Termini: M.P.(if appl)

Length 0.1 mile

Region 2

Construction Estimate $102,000
Program Amount

B. Purpose of Project:

To provide a safer and improved flow of traffic through increasing the turning radius from Oak Street to Santiam Highway, and by channeling Airport Road and providing 3-phase signals at the intersection.

C. Origin & History of Project:

The Oregon State Highway Division and the City of Lebanon have identified the need to provide traffic signals and channelization at Airport Road and Santiam Highway, and be increase the turning radius for truck traffic from Oak Street to Main Street (Santiam Highway).

D. General Description of Project:

A 3-phase traffic signal will be installed and channelization will be provided at the intersection of Airport Road and Santiam Highway. The right-turn radius at Oak Street to Santiam Highway will be increase to 55-feet and the existing signals will be moved.

Alignment: New ______ Existing XX Combined ______

Typical Section: Existing: No. Lanes 2 ; Med. no ; Shldrs. no ; Parking Yes-Airport Rd No -Oak St.

Proposed: No. Lanes ____; Med. ____; Shldrs. ____; Parking ______

Traffic: Existing Facility: Existing ADT 10,000-14,500 ; Projected ADT ______; Yr. ____

Existing Level of Service ______

Proposed Facility: Projected ADT ______; Yr. ______

Projected Level of Service ______

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 3
Yes, No

Acres ± 0.02 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:
All materials to complete the project will be acquired from commercial sources. The use of waste or borrow sites will not be required.

Type of Structure(s):

There will be no structures involved in the project.

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

Unknown

FHWA and/or OSHD approvals given, if any:

ODOT Commission approval

Location or Design Alternatives (identify and describe):

None

Other Descriptive Information or Comments:
The radius change on Oak Street is required to permit semi-trucks to make the right turns without entering on coming traffic lanes. One parking space on Main Street must be eliminated to enlarge the radius. The project on Airport Road will increase traffic flow through left-turn signals and lanes. The project will include construction of sidewalk ramps.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The parcel is located within the city limits of Lebanon, with the primary use of the highway being both local and through traffic on the Santiam Highway. The existing land use at the intersections of Oak Street and Airport Road with the Santiam Highway is commercial. There will be no natural habitat or features affected by the project. The right-of-way required will be from previously developed lands.

2. Cultural:

The project will have no adverse effects on the local area. Air and noise quality may be minimally affected during the construction period, but will have no lasting impacts. Existing land use will continue to be commercial and there will be no anticipated changes. The project will provide safer travel conditions for both local customers and through traffic.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

An insiginificant amount of right-of-way acquisition will be required with minimal affect to the area or property owners.

2. Estimated Impact on Traffic Patterns:

Traffic flow and safety conditions will be improved. Congestion will be reduced by turn lanes, signals and a wider right turn radius on Oak Street.

Consequences--Air Quality, Noise, Safety, etc.:

The wider 55 foot right turn radius will permit semi-trucks to safely turn onto the Santiam Highway without having to enter oncoming traffic lanes.

3. Estimated Impact on Land Use:

It is not anticipated that the project will have any impact on the local land uses.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

The project will not affect any cultural or scenic resources in the area.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

None identified

7. Potential for Controversial Issues:

None identified

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Consistent

b. Noise Standards

A noise study report will be necessary.

c. Water Quality Standards

Consistent

d. Area Land Use and Transportation Plans, and Zoning

Consistent

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	XX ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

According to FPHM 7-7-2, paragraph 10(e), projects of this minor scale and low impact potential are non-major actions.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4

June 22, 1979

City of Lebanon
City Hall
Lebanon, OR 97355

Attention: Edwin R. Ivey
City Recorder

[illegible]CTS and
[illegible] No. [illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the installation of traffic signals on the Santiam Highway at Airport Road and improvement of the Oak Street intersection.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

fkn

Att.

bc Dorland Swan (conf. agree. att.)

ROAD DESIGN SECTION 378-6558

J. B. Boyd
Manager, Right of Way

June 14, 1979

J. H. Versteeg
Road Design Engineer

File 50571-Moynihan
File 50572-Harris Dist. Co.
Oak Street-Airport Road (Lebanon) Sec.
Santiam Highway
Linn County

Attached are descriptions, prints, and an authorization for the subject project, scheduled for Fiscal 3rd Quarter, 1980.

Please note that File 31602 has been reactivated for project.

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 14 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

By:
W. H. Wakerlig
Right of Way Description Engineer

WHW:cj
Attachments

16

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 25, 1979

Lyle K. Watson

FROM: Lyle K. Watson
Design Engineer Supervisor

SUBJECT: Santiam Highway @ Oak St. (Lebanon)
Santiam Highway
Linn County

TO: MEMO TO THE FILES

Additional right of way will be required to construct new curbs on a 55 foot radius with a $10^{\underline{5}}$ foot sidewalk at the southwest corner of Main and Oak Streets.

I reviewed the right of way taking with Bill Zirbes in Traffic. A minimum of 2 foot of clearance will be required from the back of the new walk to the right of way for installation of a pedestrian signal. Additional right of way will not be required for installation of a new signal pole.

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 29 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___/___
Action

LKW:ab
cc: Bill Zirbes
Hank Wakerlig
Karl Keller

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID
TQF-21-2(1)

STATE PROJECT NO.
See below

COUNTY NAME
Linn

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
90020

TO:

Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR.
MAR - 5 '79
REFER TO
FOR
Info | Inves | R/D | C/R | Sign | Act | File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
2-28-79

FEDERAL ROUTE NUMBER
Primary 21

STATE ROUTE NUMBER
Primary 16

GENERAL LOCATION:
Main St. at Oak St. and Airport Rd. (Lebanon) Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letters of October 25, 1978 and February 21, 1979, I concur that the subject project is a non-major action as set forth in FHPM 7-7-2, para. 10e. Also, as requested, you are now authorized to proceed with the above work at a TEC of $6,500 with Federal participation limited to $5,570.

DATE
2-28-79

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

DATE: August 7, 1978

TO: Oregon Transportation Commission

FROM: F. B. Klaboe, Assistant
Director for Operations

SUBJECT: [illegible] Approval

On the Consent Calendar for the August 1[illegible] meeting will be a request to add a traffic improvement project to the Six-Year Program.

[illegible] was [illegible] study. [illegible] the first [illegible] bond sale, be cancelled. [illegible] this project to improve the [illegible] and installation of traffic signals at [illegible] Road on the [illegible] Highway be built.

Savings of existing bond projects have [illegible] the bond funds for this District. [illegible] Section Quarter funds be used to construct this low-cost safety project. The project would be contracted this fiscal year. The estimated cost is $64,000 with Federal participation of [illegible] matching funds of [illegible].

I recommend your approval of the project and request authorization to sign the project agreement.

bc: Robert [illegible] — R. H. Read
[illegible] — L. H. [illegible]llen (for 6-Yr. Program)
F. S. Hunter — [illegible] Moehring
J. E. Versteeg — C. F. Tornin
V. [illegible] Sloop — L. F. [illegible]
George [illegible]ll — C. A. Fredrickson

[illegible]S:nf srb

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION: Date: 2/27/78

Proposed Section: Main Street @ Intersection of Oak St. & Airport Road Region: 2
Highway: Santiam St. Hwy. No. 16 M.P. 13.45E to M.P. 14.12 Length:
County(s): Linn (Attach Sketch Map)
Recommended Construction Date: Proposed 6 YP
Method of Doing Work: Contract x St. Force Other

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing:

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☒ Transition Quarter

C. ROADWAY & TRAFFIC

	Width				Structures		Extg Traffic (Year 1976)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility										
Proposed Facility	5	AC	4C	5'			14,700			

D. DEFINE THE PROBLEM: Main @ Oak - Turning movement for trucks is restricted by sharp radius of curb. Trucks presently must use both lanes of Hwy 20 to complete turn. Main @ Airport Rd. - meets warrants 4C-3 Minimum Vehicular Volume, and warrant 4C-4, Interruption of Continuous Traffic.

E. PROPOSED SOLUTION

Main @ Oak - Reconstruct the southwest corner of the intersection to a 55' turning radius. Main @ Airport Rd. - Signalize the intersection & channelize Airport Rd.

F. REASON FOR REQUEST AT THIS TIME

City of Lebanon requested these projects be substituted for By-pass study.

G. COST ESTIMATE

Roadway Work	$ 16,000
R/W (Approx: No. of Parcels 1, Acres 0.01 Any Re[illegible] No. 1	2,000
Structures	
Other (Define) Traffic signals	40,000
Preliminary Engineering (By Whom) State	6,000
TOTAL	$ 64,000

H. REQUESTED BY: C. O. [illegible]
Region Engineer or Section Head

O.K.

Approval/~~Disapproval~~ 8-2-78
State Highway Engineer Date

Remarks & Action Taken:

Approval/Disapproval Act.
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date August 15, 1978

Form 734-1366 (3-78)

PROJECT REQUEST FORM

General Instructions

Use this Project Request form for all State Highway System projects (Except Title II and nonchanged projects from approved 6 Year Program).

Submit 1 copy through State Highway Engineer to Project Management to confirm project financing and to coordinate followup activities.

The Office of Project Management will:

1. Circulate the request through the appropriate design engineers if necessary to confirm project financing.
2. Maintain project request file and initiate designated administrative action.
3. Advise involved Section and Region Engineers of approval or denial of request.

Special Instructions (Items A through H)

A,B,C. Self-explanatory.

D. Describe in detail facility and history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

E. Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement etc. Exact dimensions are not required.

F. Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

G. This should be programming estimate similar to windshield or field-type reconnaissance using 40 percent additive.

H. This section to be completed by Salem office during project review and prioritizing efforts, except for Region Engineers signature.

COMMENTS

1980 Mt. Hood Hwy. @ SE Hogan 9194
Rd. & Burnside Rds. in Gresham
(Gr., pav. & traffic sig.)

C&A 1758 4-25-80

C&A 3390 4-30-80

rll

cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 6	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 3/21/85	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. HES-24(20) file HES-24(19)
COMPLETION DATE (Actual) 7/1/81	ACCEPTANCE DATE BY CONRTACT AGENCY 3/31/82	TIME ELAPSED 134 %	CONTRACT TIME 200 days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MT HOOD HIGHWAY @ SE HOGAN & BURNSIDE ROAD
MT HOOD HIGHWAY
Signals & Channelization

This project provided for channelization and multi-phase traffic signals with added illumination.

The contractor used 274 days to complete the work. The contract allowed 200 days. No time extension was granted. Liquidated damages were charged for 74 days at $150 per day.

The final cost of $175,000 underran the original authorization by two percent.

RECEIVED
STATE HWY ENGR
MAR 28 '85
REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

3/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 3/28/85	TITLE Field Operations Engineer	DATE 3/28/85

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

Bryant Jackmond
Department of Transportation

March 12, 1985

William F. Cloran
Assistant Attorney General

Hembree Co. v. Oregon (DOT)
Case No. 734-980-L-8351

CLOSING REPORT

Please be advised that the above cited case was formally closed by this office on November 29, 1984. As you may recall, the State was dismissed from the case the early part of 1984, however, the file remained open pending refiling by the claimant. As no such action has been taken by the claimant, we have terminated our interest in the matter.

Thank you for your continued assistance.

WC/sb/jr

cc: Dave Frohnmayer
Bill Gary
John P. McCulloch, Jr.
General Counsel

Mt. Hood Hwy @ SE Hogan & Burnside Rd (Gresham)

Mt. Hood Highway

Prefix: 26-1013

Multnomah

Contract: 9194

NARRATIVE REPORT

TRAFFIC CONTROL: Design was adequate and all phases of roadwork and signal installations were accomplished without traffic control problems.

GRADING & PAVING: A short portion of Hogan Rd was removed and replaced along with several curb radii. This work was completed without any unusual problems. We did relocate one inlet which would have been in the middle of a traffic lane and would have adversly affected the grade. This was accomplished by E.W.O.

SIGNALS: The contractor had the usual pole delivery problems. He held up the grading operation until delivery of the strain poles was made. This resulted in an over-run of contract time of 74 days which amounted to $11,100.00. He applied for a time extension but was unable to substantiate the request and it was denied by Mr. Keasey. In general the workmanship was good and the completed project appearance is also good.

Roy T. Heinz

Roy T. Heinz,
Resident Engineer

Mail Original of
Praecipe to Calendar
Secretary, Room 210
County Courthouse

In the Circuit Court of Oregon
for the
Fourth Judicial District

Mail Original of
Praecipe to Calendar
Secretary, Room 210
County Courthouse

RECEIVED
MAY 31 1983
FINANCIAL FRAUD SALEM

OREGON DEPARTMENT OF TRANSPORTATION, et al,
(Plaintiff)

vs

L. W. HEMBREE COMPANY, et al
(Defendant)

Case No. A8308-05127

FRIDAY WEEKLY CALL PRAECIPE
REQUEST FOR CONTINUANCE
PRECAUTIONARY

COMES NOW Monte Bricker *, attorney for the* defendant L. W. HEMBREE COMPANY, *(Defendant or Plaintiff)* *in the above entitled cause which has been set for trial on* June 13, 1984 *(Date)* *and represents to the court that* plaintiff *(Defendant or Plaintiff)* *cannot be ready on above date for the following reason(s).*

Trial lawyer is out of town and unable to confirm witnesses.

THE UNDERSIGNED certifies that a copy of the praecipe has been served on the parties listed below in accordance with Rule 4.04(b). (See instruction "2" below.)

LIST NAME(S) AND ADDRESS OF PERSONS ON WHOM COPY OF PRAECIPE HAVE BEEN SERVED.

Paul G. Robeck
1600 S.W. 4th Avenue
Suite 775
Portland, OR 97201

Timothy Wood
State Office Building
Salem, OR 97130

DONE THIS 30th *DAY OF* May *, 19*84 *by:*

Monte Bricker
(Attorney) Monte Bricker
(Address) 1200 Wilcox Building
Portland, OR 97204
(Telephone) 226-1161

INSTRUCTIONS FOR FILING FRIDAY WEEKLY CALL PRAECIPE

1) Praecipe must be filed with the Calendar Secretary, Room 210, County Courthouse not later than noon on Wednesday, immediately preceding date of Friday Weekly Call. (Rule 4.04(4)(b).)

2) A copy of this praecipe must be served on all opposing counsel not later than the close of business on the Tuesday immediately preceding date of Friday Weekly Call. (Rule 4.04(4)(b).)

3) Counsel filing praecipe must appear at Friday Weekly Call. (Rule 4.04(4)(c).)

4) Counsel opposing change of trial date must also appear on Friday Weekly Call date, or consent to change of trial date is implied. (Rule 4.04(4)(c).)

5) Counsel not appearing in opposition to praecipe must contact attorney filing praecipe to determine court ruling on praecipe.

DO NOT WRITE BELOW THIS LINE – TO BE FILLED IN BY COURT

Number of Praecipes previously filed by: ____ *(Plaintiff)* ____ *(Defendant)*

Cir. Ct. 39 (Rev. 4/77)

RECEIVED

MAY 31 1983

FINANCIAL FRAUD SALEM

Mail Original of
Praecipe to Calendar
Secretary, Room 210
County Courthouse

In the Circuit Court of Oregon
for the
Fourth Judicial District

Mail Original of
Praecipe to Calendar
Secretary, Room 210
County Courthouse

OREGON DEPARTMENT OF TRANSPORTATION, et al
(Plaintiff)

vs

L. W. HEMBREE COMPANY, et al
(Defendant)

Case No. A8208-05127

PRECAUTIONARY
FRIDAY WEEKLY CALL PRAECIPE
REQUEST FOR CONTINUANCE

COMES NOW PAUL G. ROBECK, *attorney for the* Plaintiff *(Defendant or Plaintiff)* *in the above entitled cause which has been set for trial on* June 13, 1984 *(Date)* *and represents to the court that* Plaintiff *(Defendant or Plaintiff)* *cannot be ready on above date for the following reason(s).*

Two witnesses for the plaintiff General Electric Supply Company may be unavailable on the date now set for trial.

THE UNDERSIGNED certifies that a copy of the praecipe has been served on the parties listed below in accordance with Rule 4.04(b). (See instruction "2" below.)

LIST NAME(S) AND ADDRESS OF PERSONS ON WHOM COPY OF PRAECIPE HAVE BEEN SERVED.

Mr. Timothy Wood
100 State Office Building
Salem, OR 97310

MR. Stephen C. Thompson
1200 Wilcox Building
506 SW Sixth Avenue
Portland, OR 97204

DONE THIS 29 *DAY OF* May, 19 84 *by:*

Paul G. Robeck
(Attorney) Paul G. Robeck

WILLIAMS, FREDRICKSON, STARK, HIEFIELD,
NORVILLE AND WEISENSEE, P.C.
ATTORNEYS AND COUNSELORS AT LAW
1600 SOUTHWEST FOURTH AVENUE, SUITE 775
PORTLAND, OREGON 97201-5578

INSTRUCTIONS FOR FILING FRIDAY WEEKLY CALL PRAECIPE

1) Praecipe must be filed with the Calendar Secretary, Room 210, County Courthouse not later than noon on Wednesday, immediately preceding date of Friday Weekly Call. (Rule 4.04(4)(b).)

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5) Counsel not appearing in opposition to praecipe must contact attorney filing praecipe to determine court ruling on praecipe

DO NOT WRITE BELOW THIS LINE — TO BE FILLED IN BY COURT

Number of Praecipes previously filed by: ______ *(Plaintiff)* / ______ *(Defendant)*

Cir. Ct. 39 (Rev. 4/77)

91 14

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-139 PROJECT REPORT NUMBER MODIFICATION NUMBER	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O M B No. 04-R2089 State Oregon County Multnomah Project Number HES-24(20)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 10, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 125,205.00	$ 135,504.00
Federal funds	$ 112,684.00	$ 121,953.00
Other revisions		

This modification is made for the following reasons: to include increase in preliminary engineering, right-of-way and construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of May, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 10, 1984

FEDERAL AID PROJECT NO. HES-24(20)

MT. HOOD HWY. @ HOGAN RD. (GRESHAM)
MT. HOOD HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

PRELIMINARY ENGINEERING	All Required	$ 10,600.00

TYPE CODE ROW
RIGHT-OF-WAY

RIGHT-OF-WAY	All Required	$ 4,800.00
	Subtotal	$ 4,800.00
	Acquisition Expense	700.00
	Total	$ 5,500.00

TYPE CODE Y031
TRAFFIC SIGNAL

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Class "B" Asphalt Concrete	$ 30.48	950	$28,956.00	1,110	$ 33,832.80	
Controller Base	----	----		All Required	1,063.26	
		Subtotals	$28,956.00		$ 34,896.06	
					Increase	$ 5,940.06
					Subtotal of Previous Estimate	97,890.60
					Subtotal	$ 103,830.66
					Engineering	14,263.34
					Engineering (Sig. Cont. Testing)	510.00
					Engineering (Fire Pre-empt Testing)	800.00
					Total	$ 119,404.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,600.00	$ 9,540.00	$ 1,060.00
Right-of-Way	5,500.00	4,950.00	550.00
Traffic Signals	119,404.00	107,463.00	11,941.00
Total	$ 135,504.00	$ 121,953.00	$ 13,551.00

Group 2 61%
Contract No. 9194
Prefix: 26-1920; 26-2564; 26-1013
Z:bkb

117-1

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-113	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 10-10-80	State Oregon County Multnomah Project No. HES-24(20)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Mt. Hood Hwy. at Hogan Rd. (Gresham)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-13-79	0.00
RIGHTS-OF-WAY	2-06-80	0.00
CONSTRUCTION	7-30-80	0.00

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT $ 125,205.00	FEDERAL FUNDS $ 112,684.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 25, 1980

Federal Aid Project
No. HES-24(20)

Mt. Hood Hwy. at Hogan Rd. (Gresham)
Mt. Hood Highway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code P.E. Preliminary Engineering			All Required	$ 9,000.00
Type Code R/W Right of Way			All Required	$ 5,100.00
Type Code Y031 Traffic Signal				
Mobilization	60%		All Required	$ 3,588.00
Temporary Protection and Direction of Traffic	50%		All Required	875.00
Temporary Signs	203	Sq. Ft.	5.00	1,015.00
Temporary Barricades	14	Each	10.00	140.00
Flagmen	60	Hour	20.00	1,200.00
Removal of Structures and Obstructions	40%		All Required	1,375.60
General Excavation	520	Cu. Yd.	10.50	5,460.00
Class "B" Asphalt Concrete	950	Ton	30.48	28,956.00
Concrete Walks	30	Sq. Yd.	21.00	630.00
Concrete Curbs	70	Lin. Ft.	7.82	547.40
Adjusting Manholes	1	Each	386.00	386.00
Traffic Signal Installation, Complete	51%		All Required	46,437.61
Fire Pre-emption System, Complete	80%		All Required	5,080.00
				$ 95,690.60
Anticipated Items				
Permanent Pavement Striping	80%		All Required	$ 1,600.00
Temporary Pavement Striping	80%		All Required	400.00
Remove Pavement Striping (Temp. & Perm.)	80%		All Required	200.00
				$ 2,200.00

SUBTOTAL	$ 97,890.60
Engineering	11,904.40
Engineering (Sig. Cont. Testing)	510.00
Engineering (Fire Pre-empt Testing)	800.00
TOTAL	$111,105.00

Work Retained in Program Status
(Not included in amounts below)

Permanent Signing	50%	All Required	$ 600.00
State Furnished Software Program	51%	All Required	255.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,000.00	$ 8,100.00	$ 900.00
Right of Way	5,100.00	4,590.00	510.00
Traffic Signals	111,105.00	99,994.00	11,111.00
TOTAL	$125,205.00	$112,684.00	$ 12,521.00

Group 2	61%
Contract No.	9194
Prefix:	26-1920 26-2564 26-1013

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318 FILE: CON 5

TO: Al Harwood
Metro Region Office Engineer

DATE: April 19, 1985

ORIGINAL SIGNED BY

FROM: Ron Kleinschmit
Contract Claims Coordinator

SUBJECT: Project Record Retention
Mt. Hood Hwy. @ SE Hogan Rd.
& Burnside Rd. Sections
Contract No. 9194

Mr. Keith Martin's letter of March 3, 1983 asked you to preserve all records pertaining to subject project.

Mr. Martin's letter of March 29, 1985 rescinded that letter due to settlement of the issue.

In response to instructions from our attorney, we are rescinding the instructions of March 29, 1985 and requesting you continue to retain the records until April 1, 1986 to assure final disposition of the matter and any other possible legal actions.

RK:mk

cc: Bob Gormsen
Vern Skoog
✓Carolyn Philp
Duane Christensen
Wendall Stanley
William Cloran
Claim File

04196M

81-125-1387

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation,

Plaintiff,

vs.

L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation,

Defendants.

Multnomah County Circuit Court Arbitration
No. A8208-05127

ORDER ON PLAINTIFF'S MOTION FOR DISCOVERY SANCTIONS

Plaintiff, by Motion For Discovery Sanctions: ORCP Rule 46, having requested this court for several orders, and the matter coming before this court for hearing on June 7, 1983, at 9:30 a.m., plaintiff being represented by Frederic E. Cann of its attorneys, Williams, Stark, Hiefield, and Norville, P.C., and defendants being represented by Stephen Thompson of their attorneys, Bricker, Zakovics & Querin, P.C., and the court being fully advised in the premises,

IT IS ORDERED THAT the defendants produce all of the following documents:

"1. The written contract between defendant L. W. Hembree Company and the State of Oregon, Department of Transportation, Highway Division dated on or about September 20, 1980, bearing OSHD Contract No. 9194, including the plans, specifications and drawings.

2. Any and all correspondence, notes, memoranda, or any other writing referring or relating in any manner to the contract described in paragraph I above, relating to the electrical materials supplied by General Electric Supply Company and/or Ameron Pole Products Division.

3. Any and all correspondence, notes, memoranda, or other writing referring or relating in any manner whatsoever to the liquidated damages imposed upon defendant L. W. Hembree Company by the Oregon State Highway Division under Contract No. 9194.

4. Any and all correspondence between L. W. Hembree and United Pacific Insurance Company referring or relating in any manner whatsoever to the contract between L. W. Hembree and General Electric Supply Company under Oregon State Highway Division Contract No. 9194," except:

"a. A copy of the fully executed copy of the contract No. OSHD 9194 between L. W. Hembree Company and the Oregon Department of Transportation (hereinafter "ODOT"), excluding drawings and amendments (which were not produced);

b. A copy of newsclipping involving a bridge over the Sunset Highway;

c. A copy of the front page of GESCO's purchase order confirmation of the L. W. Hembree Company, and

/ /

/ /

d. A copy of a laboratory report from ODOT dated April 13, 1981,

"at the offices of Judge Crookham, Room 208, Multnomah County Courthouse, on Tuesday, June 14, 1983, for in camera inspection for determination of the existence of work product (preparation in anticipation of litigation) and attorney client privileges."

DATED this ____ day of ____________, 1983.

CHARLES S. CROOKHAM
Circuit Court Judge

PRESENTED BY:

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

/s/Frederic E. Cann
FREDERIC E. CANN
OSB No. 78160
Of Attorneys For Plaintiff

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation, Plaintiff, vs. L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation, Defendants.	No. A8208-05127 ORDER ON SECOND MOTION FOR DISCOVERY SANCTION

Plaintiff, Oregon Department of Transportation, Highway Division ex rel. General Electric Supply Company having requested this court for orders regarding discovery sanctions, and the matter having come before this court for hearing on August 3, 1983, at 9:30 a.m., plaintiff being represented by Frederic E. Cann of its attorneys, Williams, Stark, Hiefield, and Norville, P.C., and defendant L. W. Hembree Company being represented by Steve Thompson of its attorneys, Bricker, Zakovics and Querin, P.C., and defendant L. W. Hembree having withdrawn its objections to producing the materials requested by plaintiff and offering production of those materials forthwith,

IT IS HEREBY ORDERED THAT: plaintiff's motion

/ /

/ /

is denied.

DATED this ____ day of __________, 1983.

____
CHARLES S. CROOKHAM
Circuit Court Judge

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF MULTNOMAH

OREGON DEPT. OF TRANS., ET AL
Plaintiff(s)

vs.

L.W. HEMBREE CO.
Defendant(s)

No. A8208 05127

ORDER OF DISMISSAL

IT APPEARING TO THE COURT THAT:

☐ the above entitled cause has been reported to the Court as being fully compromised and settled. Said matter was reported by __________

☐ the above entitled cause was heard in accordance with Rule 4.00 and the Court having considered the matter at said conference;

☐ neither party having appeared at the previously scheduled Rule 4.00 hearing;

☐ there having been no service of complaint or summons upon the defendant;

☐ there having been no activity in the above entitled cause as reflected by the file since __________;

☒ other: DISMISSED AS TO 3rd PTY DEFENDANT OREGON DEPT OF TRANSPORTATION ONLY

It is therefore Ordered that the above entitled cause be, and the same is,

☐ hereby dismissed;

☒ hereby dismissed following the thirtieth day after the date of this Order;

and that said Order shall not be rescinded without an Order of Reinstatement.

DATED: This 5th day of OCTOBER, 19 83.

Charles S. Crookham
CIRCUIT JUDGE

Copies mailed to:

LESLIE B. HAMPTON
STEPHEN C. THOMPSON
MICHAEL D. WILLIAMS

August 10, 1983

Stephen C. Thompson
Attorney at Law
1220 Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

Re: G. E. Supply v. Hembree, et al

Dear Steve:

The court entered the order granting third party defendant's Motion on June 3, 1983. The court gave you ten days to file a reply and I understand there was a Rule 4 in October. I would ask that you prepare and file an amended complaint within the next two weeks.

Thank you very much for your cooperation in this matter.

Sincerely,

Timothy Wood
Assistant Attorney General

TW:j
cc: Frederic E. Cann
O. B. Jackson

WILLIAMS, STARK, HIEFIELD & NORVILLE, P. C.
ATTORNEYS AND COUNSELORS AT LAW
SUITE 775, BOISE CASCADE BUILDING
1600 S.W. FOURTH AVENUE
PORTLAND, OREGON 97201-5578

DAVID R. WILLIAMS
DONALD R. STARK
PRESTON C. HIEFIELD, JR.
OLIVER I. NORVILLE
MICHAEL D. WILLIAMS
FREDERIC E. CANN
JOHN S. THOMAS
BARRY L. ADAMSON
PAUL C. ROBECK

TELEPHONE
(503) 222-9966

August 8, 1983

IN REPLY PLEASE REFER TO
FILE NO. 82-070

Mr. Timothy Wood
Assistant Attorney General
100 State Office Building
Salem, Oregon 97310

RE: OREGON DEPARTMENT OF TRANSPORTATION, et al.
vs. L. W. HEMBREE COMPANY, et al.
MCCC Case No. A8208-05127

Dear Tim:

I would like to get this case to issue so that we can get a trial date and see who really doesn't want it tried. The order which Judge Crookham signed on your Motions against the Third Party Complaint provided that Hembree and United Pacific had ten days from the date of the Order to plead further. Can you tell me what has happened. I would like it if you would make them replead, because they are the ones who are stonewalling in this case, and will not file an Answer unless you request them to, in my opinion. I would like to get the case to issue before the Rule 4 which is set for October 5.

Very truly yours,

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

Frederic E. Cann

FREDERIC E. CANN

FEC/ljd
Enclosure

cc: Ken Rasmussen

WILLIAMS, STARK, HIEFIELD & NORVILLE, P. C.
ATTORNEYS AND COUNSELORS AT LAW
SUITE 775, BOISE CASCADE BUILDING
1600 S.W. FOURTH AVENUE
PORTLAND, OREGON 97201-5578

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JOHN S. THOMAS
BARRY L. ADAMSON
PAUL G. ROBECK

TELEPHONE
(503) 222-9966

August 8, 1983

IN REPLY PLEASE REFER TO
FILE NO. 82-070

The Honorable Charles S. Crookham
Circuit Court Judge
1021 S.W. 4th Avenue
Portland, Oregon 97204

RE: OREGON DEPARTMENT OF TRANSPORTATION, et al., vs.
L. W. HEMBREE COMPANY, et al.
Multnomah County Circuit Court No. A8208-05127

Dear Judge Crookham:

Please find enclosed an Order which conforms to your ruling in the above-entitled matter. Please have your clerk return the enclosed card showing the date of signing and filing of the Order.

Very truly yours,

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

FREDERIC E. CANN

FEC/ljd

Enclosure

cc: Ken Rasmussen
Stephen Thompson
Tim Wood
With Enclosure

7144

MOTION PRAECIPE

CIRCUIT COURT - MULTNOMAH COUNTY

TO: Presiding Court - Room 208

FROM: Attorney for:

☒ Plaintiff ☐ Defendant

Case No. A8208-05137

RE: OREGON DEPARTMENT OF TRANS-
PORTATION, HIGHWAY DIVISION, Plaintiff
ex rel, GENERAL ELECTRIC SUPPLY, CO
vs.
L. H. [illegible] COMPANY, et al.
Defendant

Name and Telephone of Attorney Filing:

Name FREDERIC L. CA[illegible]

Attorney for: Oregon Dept. of Trans
Highway Division (party's name)
GENERAL ELECTRIC SUPPLY CO.

Telephone No. [illegible]

Bar No. 7[illegible]

Type of Case:

☒ Civil ☐ Probate

Type of Motion:

- ☐ Rule 21 Motions
- ☐ Summary Judgment
- ☐ Consolidation of Cases
- ☐ To Produce
- ☐ Protective Order
- ☐ To Amend
- ☐ Other - Specify Discovery Sanctions

Approximate Time Needed: 2 Minutes

Hearing Time: 8-3-83, 9:30 a.m.

CC 69 MOTION PRAECIPE (Rev. 11/80)

PROOF OF SERVICE OF PRAECIPE NOTICE

I certify the following to be true: That on the [illegible] day of [illegible], 19[illegible], I served a full, true and complete copy of the notice appearing on the reverse side hereof on Stephen Thompson and Jim Wood, attorney for the defendants, by mailing the same, postage paid and addressed to such attorney at his place of business, which service was made more than three days prior to the day fixed for the hearing of the motion.

Attorney for plaintiffs

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation, Plaintiff, vs. L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation, Defendants.	)	No. A8208-05127 SECOND MOTION FOR DISCOVERY SANCTIONS: ORCP RULE 46

Plaintiff, Oregon Department of Transportation, Highway Division ex rel General Electric Supply Company (hereinafter "GESCO"), by and through Michael D. Williams of its attorneys, Williams, Stark, Hiefield, and Norville, P.C., respectfully requests this court for orders in accordance with ORCP 46:

1. That defendants United Pacific Insurance Company and L. W. Hembree Company (hereinafter collectively "Hembree"), and their attorneys, if appropriate, should pay GESCO the reasonable expenses incurred in obtaining this order and the previous Order on Plaintiff's Motion For Discovery Sanctions, including attorneys fees to be determined.

2. That Hembree not be entitled to offer in evidence any documents other than those which have been produced, which documents are:

"1. The written contract between defendant L.W. Hembree Company and the State of Oregon, Department of Transportation, Highway Division dated on or about September 20, 1980, bearing OSHD Contract No. 9194, including the plans, specifications and drawings.

2. Any and all correspondence, notes, memoranda, or any other writing referring or relating in any manner to the contract described in paragraph I above, relating to the electrical materials supplied by General Electric Supply Company and/or Ameron Pole Products Division.

3. Any and all correspondence, notes, memoranda, or other writing referring or relating in any manner whatsoever to the liquidated damages imposed upon defendant L. W. Hembree Company by the Oregon State Highway Division under Contract No. 9194.

4. Any and all correspondence between L. W. Hembree and United Pacific Insurance Company referring or relating in any manner whatsoever to the contract between L. W. Hembree and General Electric Supply Company under Oregon State Highway Division Contract No. 9194,"

except:

"a. A copy of the fully executed copy of the contract No. OSHD 9194 between L. W. Hembree Company and the Oregon Department of Transportation (hereinafter "ODOT"), excluding drawings and amendments (which were not produced);

b. A copy of newsclipping involving a bridge over the Sunset Highway;

c. A copy of the front page of GESCO's purchase order confirmation of the L. W. Hembree Company, and

d. A copy of a laboratory report from ODOT dated April 13, 1981.

//

3. That Hembree not be entitled to offer testimony with respect to its affirmative defenses and counterclaims, and

4. Striking Hembree's affirmative defenses and counterclaims.

POINTS AND AUTHORITIES

GESCO previously requested an order compelling discovery. That motion came before this court and was heard on June 7, 1983. At that time, this court ordered that all documents within the scope of GESCO's request be presented for in camera inspection for determination of existance of work product (preparation in anticipation of litigation) and attorney client privileges, at the offices of Judge Crookham, Room 208, Multnomah County Courthouse, on Tuesday, June 14, 1983. That order was not complied with.

Defendants' responses to request for discovery are nothing more than plain stonewalling. Without production of documents, a simple task, plaintiff is stymied in its ability to conduct further discovery or trial preparation.

The case is a year old, has been to arbitration, but no arbitration hearing was held, over the objection of plaintiff, due to the inability of the other attorneys and the arbitrator to schedule the hearing. There hasn't been any claim by the defendants that the requested documents do not exist, or that defendants are unable to collect them for the purposes of examination. The only objections have been based on the attorney client and work product privileges, and the defendants have had their opportunity to test whether that privilege exists by in camera inspection before this court which they have failed to avail themselves of.

At this point, sanctions are appropriate.

DATED this 20th day of June, 1983.

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

/s/Frederic E. Cann
FREDERIC E. CANN
OSB No. 78160
Of Attorneys For Plaintiff
Oregon Department of Transportation
Highway Division ex rel General
Electric Supply Company

CERTIFICATE OF SERVICE

I hereby certify that I served the foregoing SECOND MOTION FOR DISCOVERY SANCTIONS: ORCP RULE 46 on the following persons on June 20, 1983, by mailing to said persons a true copy thereof, certified by me as such, contained in a sealed envelope, with first class postage paid, addressed to said persons at their last known addresses, to-wit:

Mr. Timothy Wood
Assistant Attorney General
100 State Office Building
Salem, Oregon 97310

Mr. Stephen C. Thompson
BRICKER, ZAKOVICS & QUERIN, P.C.
1200 Wilcox Building
506 S.W. Sixth Avenue
Portland, Oregon 97204

and deposited in the post office at Portland, Oregon, on said day.

DATED this 20th day of June, 1983.

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

FREDERIC E. CANN
Of Attorneys For Plaintiff

CERTIFIED A TRUE COPY OF THE ORIGINAL

Frederic E. Cann
Of Attorneys for Plaintiff

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

Case No. A8208-05127

OREGON DEPARTMENT OF)
TRANSPORTATION, ex rel,)
GENERAL ELECTRIC SUPPLY)
COMPANY, a division of GENERAL)
ELECTRIC COMPANY, a foreign)
corporation,)
Plaintiff,)
v.)
L. W. HEMBREE COMPANY, an)
Oregon corporation, and UNITED)
PACIFIC INSURANCE COMPANY, a)
foreign corporation,)
Defendant.)
and)
L. W. HEMBREE COMPANY, an)
Oregon corporation, and UNITED)
PACIFIC INSURANCE COMPANY, a)
foreign corporation,)
Third Party Plaintiff,)
v.)
OREGON DEPARTMENT OF)
TRANSPORTATION, HIGHWAY)
DIVISION,)
Third Party Defendant.)

ORDER

This matter coming on regularly on June 7, 1983, upon motion of the third party defendant Oregon Department of Transportation's Rule 21 motions directed to the third party complaint and the court having examined the memoranda filed by the parties and being fully advised, now, therefore,

IT IS HEREBY ORDERED that third party defendant's alternative motion to strike is allowed and the third party complaint is hereby stricken.

IT IS FURTHER ORDERED that third party plaintiffs may have ten days from the date hereof in which to further plead.

DATED this ____ day of June, 1983.

____
Circuit Judge

☐ Tax Court
☐ Supreme Court
☒ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Oregon DOT ex rel
v. Hembree
Case No. A8208- 05127
Our File No. ______
Order
(Title of Document)

☐ Signed JUN 13 1983, 19__
☐ Filed JUN 13 1983, 19__
By Judge Charles S. Crookham

____
(Clerk's Sig.)

SP*58289-137

and being fully advised, now, therefore,

IT IS HEREBY ORDERED that third party defendant's al

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is he

ten d

DEPARTMENT OF JUSTICE
100 State Office Building
Salem, Oregon 97310

ATTN: /s/ TIMOTHY WOOD

RECEIVED

TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

PORTLAND, OR 972
PM
14 JUN
1983

ALWAYS USE ZIP CODE

NO POSTAGE STAMP NECESSARY
POSTAGE HAS BEEN PREPAID BY

CERTIFICATE OF SERVICE

I hereby certify that on the 8th day of June, 1983, I served a true copy of the within proposed Order upon the following attorneys, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Michael D. Williams
Attorney at Law
775 Boise Cascade Building
Portland, Oregon 97201

Stephen C. Thompson
Attorney at Law
1200 Wilcox Building
Portland, Oregon 97204

/s/ Leslie B. Hampton

Leslie B. Hampton
Assistant Chief Trial Counsel
Of Attorneys for Third Party Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313
O.S.B. No. 53037

mj

WILLIAMS, STARK, HIEFIELD & NORVILLE, P. C.
ATTORNEYS AND COUNSELORS AT LAW
SUITE 775, BOISE CASCADE BUILDING
1600 S.W. FOURTH AVENUE
PORTLAND, OREGON 97201-5578

DAVID R. WILLIAMS
DONALD R. STARK
PRESTON C. HIEFIELD, JR.
OLIVER I. NORVILLE
MICHAEL D. WILLIAMS
FREDERIC E. CANN
JOHN S. THOMAS
BARRY L. ADAMSON

TELEPHONE
(503) 222-9966

IN REPLY PLEASE REFER TO
FILE NO.

April 11, 1983

Mr. Stephen Thompson
1200 Wilcox Building
506 S.W. 6th Avenue
Portland, Oregon 97204

Mr. Timothy Wood
Assistant Attorney General
100 State Office Building
Salem, Oregon 97310

RE: OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel
GENERAL ELECTRIC vs. L. W. HEMBREE COMPANY, et al
Multnomah County Circuit Court Case No. A8208-05127

Dear Gentlemen:

In the spirit of compromise and without prejudice to our client, we recommend the following arrangement to settle this case: the Department of Transportation pay General Electric Supply Company $3,700 and Hembree pay General Electric Supply Company $3,700, General Electric dismisses its bond claim against Hembree and United Pacific with prejudice, and Hembree and United Pacific dismiss their third party claim against the Department of Transportation with prejudice.

This settlement should have great appeal to all the parties. There is a loss somewhere in this case of $11,100, and under this settlement, $3,700 of it would be borne by each party. Obviously, everybody involved in this case thinks they have a good position. One or two, and possibly all three are wrong. Taking this case to judgment will not in any way reduce the net loss to the parties of $11,100, and will probably cost as much again in attorney's fees. Everybody has ample exposure in this case to make settlement worthwhile. There is serious question as to the enforceability of ODOT's liquidated damage clause, and ODOT has virtually no actual damages. Hembree risks being whipsawed between findings that both GESCO and ODOT's contracts are enforceable.

Please advise after you have discussed this matter with your clients.

Very truly yours,

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

FREDERIC E. CANN

FEC/ljd

Enclosures

cc: Ken Rasmussen

HOLMES, DeFRANCQ & SCHULTE, P.C.
ATTORNEYS AT LAW
SUITE 750 MORGAN BUILDING
720 S. W. WASHINGTON STREET
PORTLAND, OREGON 97205

JOHN H. HOLMES
DONALD J. DeFRANCQ
WILLIAM F. SCHULTE, JR.
GILE R DOWNES
STEPHEN J. SMITH
JOHN S. FOLAWN
RONALD P. ANDERSON
JAMES C. CARTER
LEE S. ARONSON
STEVEN Y. ORCUTT
JULIE E. FRANTZ
ALAN R. BECK

AREA CODE 503
TELEPHONE
223-4131

THEODORE B. JENSEN
OF COUNSEL

ROLAND DAVIS
RETIRED

March 31, 1983

ATTN: Cheryl

Department of Arbitration
Multnomah County Courthouse, #204
1021 S.W. Fourth Avenue
Portland, Oregon 97204

Re: Oregon Dept. of Transportation v.
L.W. Hembree Co., et al.
Civil No. Ar A8208-05127

Dear Cheryl:

I am enclosing a copy of my secretary's memorandum from talking with a couple of attorneys on the above-entitled arbitration matter. As you know, we have had difficulty in getting this scheduled and, as you can see, at least one of the parties does not think it is an appropriate matter for arbitration.

When I talked with you some time back you suggested to me that we just get it reassigned to the trial department in that it did not appear from all of the activity of the attorneys involved that it should remain in arbitration. If you would please so reassign the matter, I think it probably would be appropriate.

If you have any question or need any materials from me, please let me know. Thank you for your attention to this matter.

Very truly yours,

HOLMES, DeFRANCQ & SCHULTE, P.C.

John H. Holmes

JHH/kj
Enclosure
cc: Timothy Wood, Esq.
Stephen C. Thompson, Esq.
Frederic Cann, Esq.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-24(19) & (20)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90213 & 90264

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/3/83

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
Mt. Hood Highway at East Burnside and at Hogan Road (Gresham)

11. GENERAL DESCRIPTION OF WORK
Contractor's claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Keasey's letter of 3/3/83 this will confirm the date of 3/3/83 as date of Notice of Contractor's Claim and you are authorized to proceed with the necessary work as defined by FHPM 1-4-2.4 at a TEC of $2,000 Federal Funds $1,800 (SFO #3). Reimbursement will be in accordance with FHPM 1-4-2.4 paragraph 4.

The above authorization is contingent upon modification of project agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
MAR 14 '83
REFER TO Swan
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig to
3/14

14. DATE 3/10/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-72) PREVIOUS EDITIONS MAY BE USED

Bryant Jacmond
Department of Transportation

March 2, 1983

Timothy Wood
Assistant Attorney General

Hembree v. Department of Transportation

The Department of Transportation will get an opportunity to try out arbitration. The Hembree case which has a prayer for $11,100 has been scheduled to be arbitrated in Multnomah County Circuit Court. This is a new procedure that the court is experimenting with in hope of eliminating some of the litigation currently pending before the circuit court judges. I am enclosing a copy of a letter which I am forwarding to the arbitrator, asking him to hear the Rule 21 motion which I previously filed.

In that I am a third party defendant, I did not participate in the selection of the arbitrator. I have looked at the Multnomah County Rules and there is no procedure for a third party defendant to participate in the selection of an arbitrator once he has been selected. I assume that I could file some motion if I had a strong disagreement with the selection of the arbitrator. In this case I can see no reason to rock the boat.

One of the policies behind arbitrating a case is to move it along quickly. The arbitrator had initially scheduled a trial on this matter for Monday, February 28, 1983. In that I was just served on February 9, the arbitrator set the matter over. There will probably be a trial in the latter part of March or the first part of April. I will need the resident engineer to testify and probably Pat Schwartz. There is a possibility that I could also need Carol.

In talking to the attorney for General Electric, he indicates that he may raise as a separate issue the question of whether the liquidated damages is actually a penalty. I indicated that I have no problem in litigating this in light of procedure the department followed. If this issue is raised, I may need additional information.

Regardless of the outcome before the arbitrator, all parties do have an opportunity to a *de novo* hearing before the circuit court.

March 2, 1983

John H. Holmes
Attorney at Law
750 Morgan Building
720 S. W. Washington Street
Portland, Oregon 97205

Re: Oregon Department of Transportation v. Hembree
Multnomah Circuit Court No. A8208-05127

Dear Mr. Holmes:

I understand that you have been selected as the arbiter in the above captioned case. The Department of Transportation was brought in as a third party defendant on February 9, 1983. I filed a Rule 21 motion on February 24, 1983 and praeciped the matter in the Multnomah County Circuit Court before I knew that you had been appointed arbiter. By this letter I am forwarding a copy of the Rule 21 motion and am asking the Multnomah County Circuit Court to remove the motion from the motion calendar.

I assume that you will rule on the motion. The motion is self-explanatory, however, if you would like oral argument, I would be willing to find some time which would be convenient for your schedule.

Sincerely,

Timothy Wood
Assistant Attorney General

TW:mj
enclosure
cc: Stephen C. Thompson
Frederic Cann
Multnomah County Circuit Court

P.S. to Multnomah Clerk:
This is a letter sent to an arbitrator in the above captioned matter. I initially filed a praecipe setting the Rule 21 motion to be heard on April 13, 1983. Please remove the Rule 21 motion from the motion docket.

WILLIAMS, STARK, HIEFIELD & NORVILLE, P. C.
ATTORNEYS AND COUNSELORS AT LAW
SUITE 775, BOISE CASCADE BUILDING
1600 S.W. FOURTH AVENUE
PORTLAND, OREGON 97201-5578

DAVID R. WILLIAMS
DONALD R. STARK
PRESTON C. HIEFIELD, JR.
OLIVER I. NORVILLE
MICHAEL D. WILLIAMS
FREDERIC E. CANN
JOHN S. THOMAS
BARRY L. ADAMSON

TELEPHONE
(503) 222-9966

March 1, 1983

IN REPLY PLEASE REFER TO
FILE NO. 82-070

RECEIVED
MAR 3 1983
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

Mr. Timothy Wood
Assistant Attorney General
100 State Office Building
Salem, Oregon 97310

RE: OREGON DEPARTMENT OF TRANSPORTATION, et al.
vs. L. W. HEMBREE COMPANY, et al.
MCCC Case No. A8208-05127

Dear Tim:

Please find enclosed the following pleadings in the above-entitled case.

1. Motion To Compel Production With Supporting Document
2. Answer
3. Reply
4. Pre-Hearing Statement of Proof of Plaintiff With Supporting Documents
5. Pre-Hearing Statement of Proof of Hembree
6. Motion For Separate Trial: Rule 53B
7. Motion For Discovery Sanctions: ORCP Rule 46.
8. Arbitration Notice of Address: Rule AR 18.

Best of luck.

Very truly yours,

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

FREDERIC E. CANN

FEC/ljd
Enclosures

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

Case No. A8208-05127

OREGON DEPARTMENT OF TRANSPORTATION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation,

Plaintiff,

v.

L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation,

Defendant.

and

L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation,

Third Party Plaintiff,

v.

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,

Third Party Defendant.

I. RULE 21 MOTION

Pursuant to ORCP 21(E), third party defendant State of Oregon respectfully moves the court to enter an order striking from page 3, paragraph IX plaintiff's request for attorney fees on the grounds that said pleading is irrelevant to third party plaintiff's complaint against third party defendant.

POINTS AND AUTHORITIES

Third party plaintiff L. W. Hembree Company and United Pacific Insurance Company have failed to allege facts showing that the amount of attorney fees included in the third party complaint is relevant to the complaint. Plaintiff may recover attorney fees either as a result of a contractual provision or as a result of a statutory provision. Garett v. Hunt, 117 Or 673, 245 P 321 (1926); Puhmpaugh v. Morton, 268 Or 9, 519 P2d 91 (1974). In the present case third party plaintiff has failed to allege that the contract provides for attorney fees or there is a statutory provision allowing for attorney fees and thus the court should strike the allegations relating to attorney fees.

II. MOTION TO MAKE MORE DEFINITE AND CERTAIN

Pursuant to ORCP Rule 21(D) third party defendant, State of Oregon, respectfully moves the court to enter an order requiring third party plaintiff to make more definite and certain the following allegation found in plaintiff's third party complaint:

> "Any delays to the completion of the contract by defendant/third party plaintiff Hembree were caused by adverse weather conditions and/or the delays occasioned by relator General Electric Supply Company and were delays beyond the control of L. W. Hembree." p. 2, ¶ V, lines 21-25.

POINTS AND AUTHORITY

Under third party practice in Oregon a defending party, as a third party plaintiff, may cause a summons and complaint to be served upon a person not a party to the action who is or may be liable to the third party plaintiff for all or part of the plaintiff's claim against third party plaintiff. ORCP 22(C). Thus a third party plaintiff must allege facts which would show that the third party defendant is responsible to the third party plaintiff for all or part of plaintiff's claim against the third party plaintiff. In the present case third party plaintiff (Hembree) has failed to allege facts to show whether it is maintaining that third party defendant (the state) is responsible for all or a portion of plaintiff's claim against third party plaintiff and more importantly the reason why the state is responsible to Hembree for the claim that General Electric has against Hembree.

Paragraph V alleges an either/or situation but fails to specify whether adverse weather conditions or the delays occasioned by General Electric Supply Company were the cause of the delay. While the state may be liable to Hembree if there were "adverse weather conditions" within the meaning of the contract between Hembree and the state, this has nothing to do with Hembree's liability to General Electric. Thus the state would request that the court require Hembree to specify whether the "adverse weather conditions" caused the delay or whether General Electric caused the delay, or if a combination of weather and General Electric, what portion of the delay was caused by weather and what portion of the delay was caused by General Electric. Moreover, if the adverse weather conditions caused the delay, why the state would be liable to Hembree for its withholding money from General

Sub
K
encorporate
State
K
?

Electric. Furthermore, what provisions of the contract between the state and Hembree (there is a separate contract between Hembree and General Electric) requires the state to reimburse Hembree for General Electric's delay.

III. MOTION TO DISMISS

As an alternative motion, third party defendant would respectfully move the court pursuant to ORCP Rule 21 to enter an order dismissing plaintiff's third party complaint against third party defendant State of Oregon on the grounds that it fails to allege facts sufficient to constitute a claim for relief.

POINTS AND AUTHORITIES

As stated above, under third party practice in Oregon a defendant may cause to be served a complaint on a third party defendant where the third party defendant would be responsible to the third party plaintiff for all or a part of the plaintiff's claim against the third party plaintiff. ORCP 22.

In the present case third party plaintiff (Hembree) has failed to allege ultimate facts as to why the State of Oregon would be responsible to Hembree in the event that Hembree was found to be liable to General Electric.

Assuming that there were weather delays that would entitle Hembree to an extension of contract time with the state, Hembree's complaint fails to allege facts showing what this has to do with Hembree's contract with General Electric.

In the present case Hembree is attempting to get the best of both worlds. On the one hand plaintiff is alleging that it withheld money from General Electric on the grounds that General Electric delayed the project. On the other hand plaintiff is maintaining that the state wrongfully withheld liquidated damages from the contractor because of adverse weather conditions. These are totally separate issues. If they are not separate issues, Hembree has failed to allege facts showing that they are.

Hembree should be required to allege ultimate facts that would show that if it is liable to the plaintiff for $11,000.00 that there are some facts (or some provision of the contract between Hembree and the State of Oregon) which would require the State of Oregon to reimburse Hembree for damages that are assessed against it by its subcontractor.

In the present case since no facts are alleged the court should dismiss plaintiff's third party complaint against the State of Oregon.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

TIMOTHY WOOD OSB# 73331
Assistant Attorney General
Of Attorneys for Third Party Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 24th day of February, 1983, I served a true copy of the within Rule 21 Motion which is well founded in law upon the following attorneys, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Michael D. Williams
Attorney at Law
775 Boise Cascade Building
Portland, Oregon 97201

Stephen C. Thompson
Attorney at Law
1200 Wilcox Building
Portland, Oregon 97204

Timothy Wood
Assistant Attorney General
Of Attorneys for Third Party Defendant
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313
O.S.B. No. 73331

mj

83 FEB 25 AM 11: 21
CIVIL

☐ Tax Court
☐ Supreme Court
☒ Circuit Court
☐ District Court
☐ U.S. District Court

Re: ODT ex rel General Electric
v. Hembree
Case No. A8208-05127
Our File No.
Rule 21 Motion
(Title of Document)

☐ Signed ______________________, 19____
☐ Filed ______________________, 19____
By Judge ______________________

____
(Clerk's Sig.)

SP*[illegible]-137

CERTIFICATE OF SERVICE

I hereby certify that on the 24th day of February, 1983, I served a true copy of the within Rule 21 Motion which is well founded in law upon the following attorneys, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid addressed as follows:

Michael D. Williams

ATTN: /s/ TIMOTHY WOOD

DEPARTMENT OF JUSTICE
100 State Office Building
Salem, Oregon 97310

NO POSTAGE STAMP NECESSARY
POSTAGE HAS BEEN PREPAID BY

PORTLAND, OR
PM
25 FEB
1983

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation, Plaintiff, vs. L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation, Defendants.	Multnomah County Circuit Court Arbitration No. A8208-05127 ARBITRATION NOTICE OF ADDRESS: RULE AR 18

The July 31, 1981, memorandum to Bryant Jackmond from Marion Craft, attached to the prehearing statement of proof was made by Marion Craft, Oregon Department of Transportation, 9002 S.E. McLoughlin, Milwaukie, Oregon 97222, telephone: 653-3090.

DATED this 15th day of February, 1983.

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

/s/Frederic E. Cann
FREDERIC E. CANN
OSB No. 78160
Of Attorneys For Plaintiff
Oregon Department of
Transportation, Highway Division,
ex rel, General Electric
Supply Company

CERTIFICATE OF SERVICE

I hereby certify that I served the foregoing ARBITRATION NOTICE OF ADDRESS: RULE AR 18 on the following persons on February 15, 1983, by mailing to said persons a true copy thereof, certified by me as such, contained in a sealed envelope, with first class postage paid, addressed to said persons at their last known addresses, to-wit:

Mr. John H. Holmes
HOLMES, DeFRANCQ & SCHULTE, P.C.
750 Morgan Building
Portland, Oregon 97205

Mr. Stephen C. Thompson
BRICKER, ZAKOVICS & QUERIN, P.C.
1200 Wilcox Building
506 S.W. Sixth Avenue
Portland, Oregon 97204

and deposited in the post office at Portland, Oregon, on said day.

DATED this 15th day of February, 1983.

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

/s/Frederic E. Cann
FREDERIC E. CANN
Of Attorneys For Plaintiff

CERTIFIED A TRUE COPY OF THE ORIGINAL

Frederic E. Cann
Of Attorneys for Plaintiff

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation, Plaintiff, vs. L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation, Defendants.	Multnomah County Circuit Court Arbitration No. A8208-05127 MOTION FOR DISCOVERY SANCTIONS: ORCP RULE 46

Plaintiff, Oregon Department of Transportation, Highway Division ex rel General Electric Supply Company (hereinafter "GESCO"), by and through Michael D. Williams of its attorneys, Williams, Stark, Hiefield, and Norville, P.C., respectfully requests this court for orders in accordance with ORCP 46:

1. Compelling discovery in accordance with the request attached hereto as Exhibit "A".

2. If discovery is not provided by February 14, 1983, or such other date as this court may set, that the defendants United Pacific Insurance Company and L. W. Hembree Company (hereinafter collectively "Hembree"), and their attorneys, if appropriate, should pay to GESCO the reasonable expenses incurred in obtaining the order, including attorneys fees to be determined.

3. If discovery is not provided by February 14, 1983, or such other date as this court may set, that Hembree not be entitled to offer in evidence any documents other than those which have been produced, which documents are:

a. A copy of the fully executed copy of the contract No. OSHD 9194 between L. W. Hembree Company and the Oregon Department of Transportation (hereinafter "ODOT"), excluding drawings and amendments (which were not produced);

b. A copy of newsclipping involving a bridge over the Sunset Highway;

c. A copy of the front page of GESCO's purchase order confirmation of the L. W. Hembree Company, and

d. A copy of a laboratory report from ODOT dated April 13, 1981.

4. If discovery is not provided by February 14, 1983, or such other date as this court may set, striking Hembree's affirmative defense and counterclaim.

POINTS AND AUTHORITIES

/ /

ORCP 46A.(3) provides:

> "For purposes of this section, an evasive or incomplete answers to be treated as a failure to answer."

Plaintiff requested production. The request is attached hereto as Exhibit "A". The responses to production initially were, see, Exhibit "B":

/ /

> "Will be provided,"
>
> and
>
> "Will be provided, to the extent that such materials were not prepared in anticipation of litigation, and are not privileged under the attorney-client privilege."

After substantial prodding, Hembree produced the documents listed above, and attached hereto as Exhibit "C," except for the contract which is too voluminous. No other documents were provided.

That defendants were withholding documents is apparent because the Oregon Department of Transportation, Highway Division, files contained dozens of relevant documents either from L. W. Hembree Company to ODOT, or from ODOT to the L. W. Hembree Company including four letters from L. W. Hembree Company's present attorneys, attached hereto as Exhibit "D", to ODOT, none of which were privileged, and all of which were relevant under any definition of relevancy.

SUMMARY

At this juncture, GESCO requests that Hembree's files be ordered produced for examination immediately, and that the

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other relief requested above, including costs of this motion, be ordered.

DATED this 10th day of February, 1983.

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

/s/Michael D. Williams
MICHAEL D. WILLIAMS
OSB No. 74344
Of Attorneys For Plaintiff
Oregon Department of Transportation
Highway Division ex rel General
Electric Supply Company

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation, Plaintiff, vs. L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation, Defendants.	Multnomah County Circuit Court Arbitration NO. A8208-05127 REQUEST FOR PRODUCTION

COMES NOW plaintiff and requests that defendants produce the following documents at 9:30 o'clock a.m., on December 2/, 1982, at the offices of Williams, Stark, Hiefield and Norville, P.C., 1600 S.W. Fourth Avenue, 775 Boise Cascade Building, Portland, Oregon 97201:

1. The written contract between defendant L. W. Hembree Company and the State of Oregon, Department of Transportation, Highway Division dated on or about September 20, 1980, bearing OSHD Contract No. 9194, including the plans, specifications and drawings.
2. Any and all correspondence, notes, memoranda, or any other writing referring or relating in any manner to the contract described in paragraph 1 above, relating to the electrical materials supplied by General Electric Supply Company and/or Ameron Pole Products Division.
3. Any and all correspondence, notes, memoranda, or other writing

EXHIBIT "A"

referring or relating in any manner whatsoever to the liquidated damages imposed upon defendant L. W. Hembree Company by the Oregon State Highway Division under Contract No. 9194.

4. Any and all correspondence between L. W. Hembree Company and United Pacific Insurance Company referring or relating in any manner whatsoever to the contract between L. W. Hembree and General Electric Supply Company under Oregon State Highway Division Contract No. 9194.

DATED this 7 day of December, 1982.

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

Michael D. Williams
MICHAEL D. WILLIAMS
Of Attorneys for Plaintiff

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation, Plaintiff, vs. L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation, Defendants.	Multnomah County Circuit Court Arbitration No. A8208-05127 MOTION FOR SEPARATE TRIAL: RULE 53B

Plaintiff, Oregon Department of Transportation, Highway Division ex. rel General Electric Supply Company, respectfully requests this court for an order that trial of the main case and the trial of the third party case be separated.

Plaintiff relies upon ORCP 53B, and the Points and Authorities appended hereto.

DATED this 10th day of February, 1983.

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

/s/Michael D. Williams
MICHAEL D. WILLIAMS
OSB No. 74344
Of Attorneys For Plaintiff
Oregon Department of Transportation
Highway Division ex rel General
Electric Supply Company

//

POINTS AND AUTHORITIES

ORCP 53B provides in relevant part:

> "The court, in furtherance of convenience or to avoid prejudice, or when separate trials will be conducive to expedition and economy, may order a separate trial of any claim, cross claim, counterclaim, or of any separate issue or of any number of claims, cross claims, counterclaims, or issues, always preserving inviolate the right of trial by jury as declared by the Oregon Constitution or as stated by statute."

In this case, plaintiff (hereinafter "GESCO") filed its complaint in August, 1982. A request for arbitration was filed by GESCO in November, 1982. Defendants (hereinafter collectively "Hembree") filed a motion to strike which was heard December, 1982.

An arbitration date of January 7, 1983, was set December 28, 1982. On January 11, 1983, the hearing date was rescheduled to February 28, 1983.

On January 25, 1983, Hembree filed an answer. On February 1, 1983, GESCO filed its reply. On February 4, 1983, Hembree filed a third party complaint directly against the Oregon Department of Transportation, Highway Division (hereinafter "ODOT"). It is not known at this time as to whether service has been effected upon ODOT.

This is a case where separate trials should be ordered. Separate hearings would expedite trial of the primary claim, as ODOT is not even required to answer the third party complaint before the trial date of February 28. Separate trials would also be more convenient for the parties presently before the court, in that trial preparation is complete and a hearing is already scheduled.

Similarly, it would result in more economical use of the court's time for the same reasons.

There would be no prejudice to the litigants as there is not an identity of issues in the two parts of the case. There is no question in this case that Hembree was late in completing its contract with ODOT. However, the issue in the third party claim is essentially whether or not the ODOT was correct in asserting liquidated damages. In contrast, the issue in the primary claim between GESCO and Hembree is essentially whether or not GESCO has effectively insulated itself from damages for delay by contract, and whether or not the delivery schedule followed by GESCO was within the contemplation of the parties when they entered into their contract to deliver the poles. As the issues are not identical, there would not be prejudice to any party in litigating the main claim and the third party claim separately.

Furthermore, GESCO would be prejudiced without severance. If the case is not severed, ODOT would not have appeared at the trial date and hence would probably be entitled to a setover. As a result, GESCO would have to accede to a delay, vitiating the whole purpose of the Multnomah County Arbitration Rules.

/ /

It should come as no surprise to Hembree that it would be involved in litigation with ODOT, as Monte Bricker, one of the attorneys for Hembree, made his first contact with the Highway Department regarding this contract on January 12, 1982. A copy of his letter is attached hereto as Exhibit "A". That Hembree waited until February 1983 to file its claim against ODOT in court should not allow Hembree to slow down GESCO's right to a determination of its claim.

The matters should be severed.

DATED this 10th day of February, 1983.

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

/s/Michael D. Williams
MICHAEL D. WILLIAMS
OSB No. 74344
Of Attorneys For Plaintiff
Oregon Department of Transportation
Highway Division ex rel General
Electric Supply Company

BRICKER, ZAKOVICS & QUERIN, P.C.
ATTORNEYS AT LAW
1200 WILCOX BUILDING
506 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE 226-1181 (AC 503)

MONTE BRICKER
ZIG I. ZAKOVICS
DOUGLAS S. QUERIN
THOMAS M. SCHNEIGER
DAVID R. BANGSUND
STEPHEN C. THOMPSON
CREIGHTON C. SKAU

COUNSEL
WILLIAM E. TASSOCK, P.C.

CARLTON R. REITER (1920-19

January 12, 1982

Mr. Roy T. Heinz
Resident Engineer
Department of Transportation
State Highway Division
3700 S.E. 92nd Avenue
Portland, OR 97266

Re: Mt. Hood Highway at SE Hogan Rd. & Burnside Rd. (Gresham)
Mt. Hood Highway Contract: 9194

Dear Mr. Heinz:

This office has been retained by L.W. Hembree Co. to collect from you the $16,000+ still owing on the contract noted above. I understand that the major issue is money you have withheld for liquidated damages. It appears obvious from my review of the file that my client did everything it could in an attempt to obtain the material on time and that it attempted to candidly explain the matter with you.

Would you be kind enough to contact me so that we may discuss the matter with the hope of resolving it short of litigation.

Very truly yours,

BRICKER, ZAKOVICS & QUERIN, P.C.

Monte Bricker

Monte Bricker

MB:ecs

cc: L.W. Hembree Co.

RESIDENT ENGINEER
RECEIVED

JAN 13 1982

Noted ☐ ☐ ☐

EXHIBIT "A"

CERTIFICATE OF SERVICE

I hereby certify that I served the foregoing MOTION FOR SEPARATE TRIAL: RULE 53B on the following persons on February 10, 1983, by mailing to said persons a true copy thereof, certified by me as such, contained in a sealed envelope, with first class postage paid, addressed to said persons at their last known addresses, to-wit:

Mr. John H. Holmes
HOLMES, DeFRANCQ & SCHULTE, P.C.
750 Morgan Building
Portland, Oregon 97205

Mr. Stephen C. Thompson
BRICKER, ZAKOVICS & QUERIN, P.C.
1200 Wilcox Building
506 S.W. Sixth Avenue
Portland, Oregon 97204

and deposited in the post office at Portland, Oregon, on said day.

DATED this 10th day of February, 1983.

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

/s/Michael D. Williams
MICHAEL D. WILLIAMS
Of Attorneys For Plaintiff

CERTIFIED A TRUE COPY OF THE ORIGINAL

Michael D. Williams
Of Attorneys for Plaintiff

9194

February 8, 1983

Mr. Fredrick Cann
Attorney at Law
1600 S.W. 4th Avenue, Suite 775
Portland, OR 97201

CON 5
#9194

RE: L. W. Hembree Company
Contract No. 9194
Mt. Hood Highway at S.E. Hogan Road
and Burnside Road in Gresham,
Multnomah County

Dear Mr. Cann:

In accordance with our telephone conversation of today, attached are certified copies of the documentation you requested.

If we can be of further assistance, please let us know.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachments

Telephone #222-9966

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, Robert W. Gormsen, Manager, Commission Services, Department of Transportation, do hereby certify that the following photocopies attached hereto have been compared with the report, notice and letter as filed in the records of the Oregon Transportation Commission, Salem, Oregon, and that the said copies are true and correct copies of the said report, notice and letter and of the whole thereof:

Report of Action Under Delegated Authority signed by C. T. Keasey, Construction Engineer, dated April 8, 1982.

Notice of Claim letter dated November 11, 1981, from Lloyd C. Lorentzen, Credit Specialist, General Electric Supply Company, filing a claim of $11,100 for electrical apparatus, fixtures, poles and other electrical supplies against L. W. Hembree Company.

Letter dated November 19, 1981, signed Robert W. Gormsen, Commission Services, acknowledging the above letter and forwarding Mr. Lorentzen's Notice of Claim to L. W. Hembree Company, United Pacific Insurance Company, and the Secretary of State for filing.

DATED this 8th day of February, 1983.

Robert W. Gormsen
COMMISSION SERVICES

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

4-8-82

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
R. L. Coats No. 9293	Lake-Harney Co. Line Harney County	March 4, 1982
Eugene Sand & Gravel, Inc. No. 9237	Poodle Creek Road Lane County	March 5, 1982
Horton Bros., Inc. No. 9285	S.Bank Chetco River Rd. U'Xing. Curry County	March 9, 1982
Tice Electric Co. No. 9269	Arterial St. Light Conversion Proj. (Portland) Multnomah County	March 16, 1982
Mid-Columbia Paving Co. No. 9316	Sherman Ave.-Eugene St. (Hood River) Hood River County	March 18, 1982
Hertz Electric,Inc. No. 9244	Central Ore. Hwy. & Arnold Mkt. Rd. Deschutes County	March 18, 1982
Baker Redi-Mix, Inc. No. 9323	Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St. Baker County	March 18, 1982
L.W. Hembree Co. No. 9195	Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro) Washington County	March 19, 1982
R. L. Coats No. 9333	U.S. Hwy. 97 - U.S. Hwy. 26 Jefferson County	March 19, 1982
Slayden & Holm, Inc. No. 9267	Dairy Creek (Susbauer Rd.) Bridge Washington County	March 22, 1982
Babler Bros., Inc. No. 9224	Polallie Cr.-M.P. 84.94 Hood River County	March 30, 1982

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Electric,Inc. No. 9270	Mt. Hood Hwy.@ Welches Rd. Clackamas County	March 31, 1982
L. W. Hembree Co. No. 9194	Mt. Hood Hwy. @ SE Hogan Rd. & Burnside Rd. (Gresham) Multnomah County	March 31, 1982
Mill Plain Electric No. 9330	Sunnyside Rd. @ SE 97th Ave. & Kaiser Hosp.Access Clackamas County	April 1, 1982
Jim Hall Contracting No. 9313	362nd Dr. @ Skogan Road Clackamas County	April 1, 1982
Coral Construction Co. No. 9334	Lane Co. Pavement Marking Project No. 4 Lane County	April 1, 1982
Columbia Pacific Construction Co. No. 9364	Blind Slough (Barendse Rd.) Bridge Clatsop County	April 6, 1982
C.W. McCallen Const.Co. No. 9085	SW Hall Blvd.-SW Oak St. Washington County	April 7, 1982

April 8, 1982 Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

General Electric Supply COMPANY
A DIVISION OF GENERAL ELECTRIC COMPANY

1924 FOURTH AVENUE SOUTH
SEATTLE, WASHINGTON 98134

November 11, 1981

NOTICE OF CLAIM

TO: Auditor, Oregon State Highway Department
Administration State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, GENERAL ELECTRIC SUPPLY COMPANY, A DIVISION OF GENERAL ELECTRIC COMPANY, has a claim in the sum of ELEVEN THOUSAND ONE HUNDRED AND NO/100 ($11,100.00) against L. W. HEMBREE COMPANY, 1441 S. E. 82nd AVE. PORTLAND, OREGON 97216 and against the bond taken from UNITED PACIFIC INSURANCE COMPANY, TACOMA, WASHINGTON for the work of TRAFFIC SIGNAL INSTALLATION ON MT. HOOD HIGHWAY AT S. E. HOGAN/BURNSIDE GRESHAM, OREGON, CONTRACT NUMBER OSHD 9194. Said claim is for electrical apparatus, fixtures, poles and other electrical supplies.

GENERAL ELECTRIC SUPPLY COMPANY, A
DIVISION OF GENERAL ELECTRIC COMPANY

1924 4th AVE. SOUTH
SEATTLE, WASHINGTON 98134

By: Lloyd C Lorentzen
Lloyd C. Lorentzen, Credit Specialist

cc: Hembree Co.
United Pacific

RECEIVED
NOV 16 1981
ACCOUNTS PAYABLE

RECEIVED
NOV 17 1981
[illegible]
DEPARTMENT OF TRANSPORTATION

JS-75-A

CERTIFICATE OF SERVICE

I hereby certify that I served the foregoing PRE-HEARING STATEMENT OF PROOF OF PLAINTIFF on the following persons on February 8, 1983, by mailing to said persons a true copy thereof, certified by me as such, contained in a sealed envelope, with first class postage paid, addressed to said persons at their last known addresses, to-wit:

Mr. John H. Holmes
HOLMES, DeFRANCQ & SCHULTE, P.C.
750 Morgan Building
Portland, Oregon 97205

Mr. Stephen C. Thompson
BRICKER, ZAKOVICS & QUERIN, P.C.
1200 Wilcox Building
506 S.W. Sixth Avenue
Portland, Oregon 97204

and deposited in the post office at Portland, Oregon, on said day.

DATED this 8th day of February, 1983.

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

Judee E Carr for MDW

MICHAEL D. WILLIAMS
Of Attorneys For Plaintiff

CERTIFIED A TRUE COPY OF THE ORIGINAL

Michael D. Williams
Of Attorneys for Plaintiff

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation,

Plaintiff,

vs.

L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation,

Defendants.

Multnomah County Circuit Court Arbitration
No. A8208-05127

PRE-HEARING STATEMENT OF PROOF OF PLAINTIFF

Plaintiff's ("GESCO's") proof at the hearing will be

1. Witnesses:

a) William Van Baggen

b) John McDonald, Ameron Pole Products Division, 4417 Oakport Street, Oakland, California 94601, by affidavit; copy attached.

2. Copy of minutes of Oregon Department of Transportation, Highway Division, taking affirmative action accepting the work of defendant L. W. Hembree Company; copy to be provided prior to hearing.

3. Copy of GESCO's written notice of claim filed in accordance with ORS 279.526 and ORS 279.528; copy attached.

4. Two page Purchase Order from L. W. Hembree Company; copy attached.

5. Front page of GESCO's acknowledgment of Purchase Order; copy attached.

6. Reverse Side of GESCO's Purchase Order Acknowledgment; copy attached.

7. Partial payment by L. W. Hembree Company; copy attached.

8. GESCO invoice #845-310961 B; copy attached.

9. Letter from L. W. Hembree Co. to Bill Van Baggen at GESCO dated 9/30/80; copy attached.

10. Letter from L.W. Hembree Co. to GESCO, 1/26/81; copy attached.

11. Letter from Highway Division, Roy T. Heinz to F. C. Hardt, 7/28/81, regarding L. W. Hembree Company; copy attached.

12. Letter from Marion Craft, Highway Division, to Bryant Jackmond, Highway Division, 7/31/81 regarding L. W. Hembree Company; copy attached.

13. Letter to R. T. Heinz, Highway Division from L. E. George, Highway Division, 10/13/81 regarding L. W. Hembree Company; copy attached.

14. Letter to Bill Van Baggen at GESCO from L. W.

Hembree, 11/30/81; copy attached.

DATED this 8 day of February, 1983.

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

Michael D. Williams

MICHAEL D. WILLIAMS
OSB No. 74344
Of Attorneys For Plaintiff
Oregon Department of
Transportation, Highway Division,
ex rel, General Electric
Supply Company

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation, Plaintiff, vs. L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation, Defendants.	Multnomah County Circuit Court Arbitration NO. A8208-05127 AFFIDAVIT OF JOHN McDONALD

State of CALIFORNIA)
) ss.
County of Alameda)

I, JOHN McDONALD, being first duly sworn on oath, do depose and say that:

1. I am employed by Ameron, Inc.'s Pole Products Division as a salesman in its office at 4417 Oakport Street, Oakland, California 94601.
2. I have in my possession and under my custody and control the Ameron, Inc.'s Pole Products Division files relating to the transaction between General Electric Supply Company, a division of General Electric Company and L. W. Hembree Company relating to the project known as the Oregon Department of Transportation job, Mt. Hood Highway at S. W. Hogan and Burnside Road, Contract No. 9194. A review of the file, together with my personal knowledge of the subject, yields the following information.

3. In September, 1980, Ameron advised General Electric Supply Company that the manufacturing lead time to prepare the poles, which are the subject matter of this transaction was approximately 14 to 16 weeks after receipt of the approved drawing.

4. In late September, 1980, Ameron, through Randy Sneesby, had conversations with Bill Van Baggen ("Van Baggen") of General Electric Supply Company, in which Van Baggen advised Ameron to combine the poles which would be shipped on the Oregon Department of Transportation job on the Tualatin Valley project with the poles on the Mt. Hood Highway - Hogan Road project.

5. On October 9, 1980, Ameron was advised to prepare the necessary submittal drawings on the poles and to return those to General Electric Supply Company. Work began immediately. On October 20, 1980, the submittal drawings for both projects, the Tualatin Valley and the Hogan Road project were completed and were mailed to General Electric Supply Company.

6. On November 3, 1980, Ameron received the previously submitted drawings. The Tualatin Valley project drawings were approved but the S. E. Hogan Road drawings were returned for correction. Work immediately began on preparing new drawings on the S. E. Hogan Road project which were completed on November 13, 1980. These new drawings were prepared and mailed to General Electric Supply Company on November 13, 1980.

7. On November 25, 1980, Ameron was advised that General Electric Supply Company had received word that the revised drawings on the Hogan Road project was approved as noted. At that time Ameron was

also instructed that contrary to the prior instructions, the Tualatin Highway job and the Hogan Road job were to be separated. Ameron then advised that the shipping schedule for both projects would be approximately the week of March 23, 1981.

8. On or about March 31, 1981, the poles and mast arms on the S. E. Hogan Road job were shipped from our factory ________________ and were received on the job site on or before April 8, 1981. This was within the approximate 14 to 16 week lead time originally quoted GESCO.

____
JOHN McDONALD

SUBSCRIBED and sworn to before me this ____ day of January, 1983.

____
Notary Public for CALIFORNIA
My Commission Expires:___________

Electric
Supply
COMPANY
A DIVISION OF GENERAL ELECTRIC COMPANY

1924 FOURTH AVENUE SOUTH
SEATTLE, WASHINGTON 98134

November 11, 1981

NOTICE OF CLAIM

TO: Auditor, Oregon State Highway Department
Administration State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, GENERAL ELECTRIC SUPPLY COMPANY, A DIVISION OF GENERAL ELECTRIC COMPANY, has a claim in the sum of ELEVEN THOUSAND ONE HUNDRED AND NO/100 ($11,100.00) against L. W. HEMBREE COMPANY, 1441 S. E. 82nd AVE. PORTLAND, OREGON 97216 and against the bond taken from UNITED PACIFIC INSURANCE COMPANY, TACOMA, WASHINGTON for the work of TRAFFIC SIGNAL INSTALLATION ON MT. HOOD HIGHWAY AT S. E. HOGAN/BURNSIDE GRESHAM, OREGON, CONTRACT NUMBER OSHD 9194. Said claim is for electrical apparatus, fixtures, poles and other electrical supplies.

GENERAL ELECTRIC SUPPLY COMPANY, A
DIVISION OF GENERAL ELECTRIC COMPANY

1924 4th AVE. SOUTH
SEATTLE, WASHINGTON 98134

By:______________________
Lloyd C. Lorentzen, Credit Specialist

cc: Hembree Co.
United Pacific

JS-78-A

SENDER: Complete items 1, 2, and 3.
Add your address in the "RETURN TO" space on reverse.

1. The following service is requested (check one.)
☒ Show to whom and date delivered.......
☐ Show to whom, date and address of delivery....
☐ RESTRICTED DELIVERY
Show to whom and date delivered.......
☐ RESTRICTED DELIVERY.
Show to whom, date, and address of delivery $

(CONSULT POSTMASTER FOR FEES)

2. ARTICLE ADDRESSED TO:
United Pacific Insurance
[illegible]
Tacoma Wa 98412

3. ARTICLE DESCRIPTION:
REGISTERED NO. | CERTIFIED NO. 9472058 | INSURED NO.

(Always obtain signature of addressee or agent)

I have received the article described above.
SIGNATURE ☐ Addressee ☐ Authorized agent

4. DATE OF DELIVERY 11-13-81
POSTMARK TACOMA WA NOV 13 1981 USPS

5. ADDRESS (Complete only if requested)

6. UNABLE TO DELIVER BECAUSE:
CLERK'S INITIALS

PS Form 3811, Jan. 1979 RETURN RECEIPT, REGISTERED, INSURED AND CERTIFIED MAIL

☆GPO: 1979-300-

PURCHASE ORDER

L. W. HEMBREE CO.

1441 S. E. 82ND AVE. — PORTLAND, OREGON 97216

(503) 777-4555

No. A 3[illegible]

Date [illegible]

Job [illegible]

Sub No. [illegible]

Cost Center

He Supply

Bill Van Bergen

DDRESS

TLEMEN: PLEASE furnish the following as instructed below and according to the
s and Conditions specified on this order.

QUANTITY	ITEM NO. AND DESCRIPTION	UNIT PRICE		EXT. PRICE	
4	Street & [illegible] traffic Poles				
4	[illegible] Traffic poles				
2	[illegible] service cabinet - [illegible]				
9	Terminal cabinets				
4	[illegible] Metal Halide luminaires				
4	[illegible] Metal Halide lamps				
	As per plans & specs				
	Subject to award of contract				
	Ship anchor bolts & templates				
	soon as possible				
		19	991	00	
1	46788 HAPCO BASE	182.00			
	TOTAL				

A. DELIVERY REQUIREMENTS

1. ☐ SHIP ENTIRE LOT ONE [illegible]

☐ OTHER

2. SHIP TO ARRIVE ON OR ABOUT

B. TERMS

1. CASH DISC.

2. OTHER

C. F.O.B.

D. SHIPPING INSTRUCTIONS

1. MAKE SHIPPING TAGS AS FOLLOWS

To Job [illegible]

2. SHIP VIA

E. SPECIAL CONDITIONS

1. 6 COPIES OF SHOP DRAWINGS [illegible] CUTS.

2. INDICATE ORDER [illegible] VOICES, PACKING SL[illegible] CARTONS.

3. ACKNOWLEDGE [illegible] WRITING.

4. FORWARD COPIES OF ALL [illegible] LADING TO PORTLAND OFFICE.

5. OTHER

S ORDER SUBJECT TO APPROVAL OF MATERIAL BY ARCHITECT OR ENGINEER (IF ANY). NO SUBSTITUTES OR CHANGES OF MATERIALS OR WORK IS BE MADE WITHOUT EXPRESS PERMISSION OF L. W. HEMBREE CO. CANCELLATION: BUYER RESERVES THE RIGHT TO CANCEL ALL OR ANY PART OF UNDELIVERED PORTION IF SELLER DOES NOT MAKE DELIVERIES AS SPECIFIED, TIME BEING OF THE ESSENCE OF THIS CONTRACT, OR IF SELLER ACHES ANY OF THE TERMS HEREOF INCLUDING, WITHOUT LIMITATION, THE WARRANTIES OF SELLER. THIS ORDER IS SUBJECT TO CANCELLATION HOUT NOTICE IF CONDITIONS OF THIS ORDER ARE NOT MET. FREIGHT AND TAXES (IF ANY) ARE TO BE PREPAID TO DESTINATION NOTED. FREIGHT MBURSED FOR REFURBISHING OR RESTORING. THIS ORDER NOT VALID UNTIL SIGNED BY BOTH PARTIES, AND SUBJECT TO CONDITONS ON THE ERSE SIDE.

RENDER INVOICES IN DUPLICATE SHOWING ORDER NO.

CONDITIONS OF PURCHASE

1. Seller must render separate invoices on each purchase order and on each partial shipment made against any order. Seller must consolidate on a single invoice shipments applying on different orders.

2. Purchaser's order as set forth on the reverse side hereof, subject to these conditions of purchase and Seller's acceptance thereof is our complete contract and is made without any extrinsic conditions or agreements, written or oral. No waiver of, or change in the terms of this purchase order shall be effective unless Purchaser agrees in writing thereto.

3. If this purchase order refers to plans, specifications or other contract documents, Seller's acceptance of this order acknowledges Seller's familiarity with and knowledge of said plans; specifications or other contract documents, and Seller's agreement to supply materials in accordance therewith.

4. Seller's acceptance of this order must be of the whole thereof, and acceptance of any part shall be deemed to be acceptance of the whole.

5. Seller has no authority to complete this purchase order at a higher price than herein set forth without first obtaining Purchaser's written consent to do so. If no price is set forth on this order, it is agreed that Seller's price shall be lowest prevailing market price at the time of shipment.

Seller agrees to defend and indemnify Purchaser, its subsidiaries and customers against all liability or loss arising out of or incident to the actual or alledged infringement of any patent, trademark or copyright by use or sale of the articles or materials specified in this purchase order.

7. Seller agrees to decrease prices to reflect any market price decline occurring on or before actual date of receipt of materials by Purchaser.

8. Seller has no right to assign this purchase order either in whole or in part, without purchaser's written permission first had and obtained. Any monies due hereunder, at Purchaser's option, may be applied against sums owed by Seller to Purchaser.

9. In the event Purchaser no longer requires the materials ordered hereunder, Purchaser may terminate this order in whole or in part by giving twenty-four (24) hours written or telegraphic notice thereafter to the Seller. In that event, Seller's sole remedy shall be to recover Seller's cost and commitments properly incurred or made prior to receipt of said cancellation less allowance for salvage value.

10. Seller will allow a cash discount, which will be calculated from date of receipt of an acceptance invoice by Purchaser. Invoices not showing cash discount terms will be subject to usual discount for the type of material ordered hereunder.

11. For purposes of invoicing and billing, the 25th day of the month s be deemed the close of the month and all materials received after date shall be considered as being received the following month, with loss of cash discount.

12. The Seller hereby warrants and guarantees that the materials supp hereunder are and shall remain free from defects in material and wo manship for a period of one (1) year from the date of contract acc tance of the work for which materials supplied hereunder were u and agrees to replace any part or parts thereof which fail through def in material or workmanship during said period and to bear all c incident thereto. Furthermore, Seller agrees, by making deliveries materials hereunder, to indemnify Purchaser against and to hold it ha less for any and all loss and liability for damages arising out of def in materials or workmanship, whether for injury to, or death of pers or damage to or loss of property, due to, or arising out of, or in way connected with Purchaser's use of said materials sold and delive hereunder.

13. No sale takes place hereunder, nor does title to the materials orde hereunder pass to Purchaser until and unless the materials orde hereunder or received by Purchaser, at its warehouse or other de nated destination point.

14. Any provision of this purchase order which is prohibited by the law any state shall, as to said state, be ineffective only to the extent of s prohibition without invalidating the remaining provisions of contract.

15. The Seller's timely performance on or before the "Date Required" the reverse side hereof is essential, and therefore, time in the Selle performance is of the essence of this purchase order.

16. Seller agrees to reimburse Purchaser reasonable attorney fees and any other costs incurred by Purchaser due to Seller's inability and/ refusal to consummate all terms and conditions of this purchase order.

17. All terms and conditions of this purchase order are accepted by Sel should 15 days expire without Seller's written non-acceptance of s purchase order.

18. In the event this material/services are being purchased for a third par Purchaser shall reimburse Seller, not before but within 15 days of rece of monies by Purchaser from the Third Party.

O: [illegible]-D
ATE
10/1/80

GENERAL ELECTRIC
S PLY COMPANY
A DIVISION OF GENERAL ELECTRIC COMPANY
[illegible], P.O. BOX 2947, PORTLAND, OR 97208

HOUSE
730

HARGE TO

L. W. Hembree Company 2693638
1441 S. E. 82nd Avenue
Portland, Oregon 97216

Mary Buzan
ORDER PROCESSED BY

~~E38~~

NO. OF INVOICES

11/25/80 Release

HIP TO
L. W. Hembree Company

SEE BELOW

☒ NON-CONFIRMING ☐ CONFIRMING TO:

STOMER ORDER NO. & DATE
See Below

AXABLE	NON-TAXABLE	PPD. & ALLOW	PPD. & CHGE	COLLECT	F.O.B.
	X	X			P.O.S.

PP & ALL	PP & CHG	COLLECT	CASH DISC.
X			N %

SPECIAL FACTORY INSTRUCTIONS
HOLD FOR RELEASE - SEND 8 COPIES OF SUBMITTALS SUBJECT TO ENGINEER"S APPROVAL

QUANTITY	CATALOG NO. & DESCRIPTION	MATERIAL CLASS	UNIT COST	EXTENSIO
	MARK: A5220-900[illegible] 9/19/80 E37 SHIP TO: L. W. Hembree Company Mt. Hood Hiway at S.E. Hogan Road and Burnside Gresham, Oregon Bask			
4	Strain Poles			
4	Combd Traffic Poles	22	Lot	x 1.03 17,320.0 2 192.0 15 128.00
	MARK: A5221-1000 9/19/80 E38 Ship to: L. W. Hembree Company Tualatin Valley Highway at S.W. 247th Hillsboro, Oregon Rel			
1	Strain Poles	22	Lot	x 1.13 4,415.0 1280.0 3135.0
	Bill of Lading must instruct carrier to have person who accepts receipt by signing freight bill write legibly on freight bill his name, his company's name, and/or driver's license number below his signature.			

PLETION - 3/27/81

Ameron Pole Products
P.O. Box 88359
Seattle, Washington 98188

GENERAL ELECTRIC SUPPLY COMPANY
BY Mary Buzan

ENDER BILLS IN DUPLICATE REFERRING TO OUR ORDER NO.
TTACH BILLS OF LADING OR EXPRESS RECEIPTS
ORDER IS PLACED PURSUANT TO THE
IS AND CONDITIONS ON THE BACK THEREOF

21735.00

STANDARD TERMS [illegible] CONDITIONS [illegible]

Sale of any goods covered by this quotation is expressly conditioned upon the terms and conditions contained or referred to herein, including those set forth on the [illegible] side and those contained in any attachments hereto. Any order or any statement of intent [illegible] any such goods or any direction to proceed with engineering, procurement, manufacture or shipment shall constitute assent to said terms and conditions. Any additional or different terms or conditions set forth in Buyer's purchase order or similar communication are objected to and [illegible] binding upon General Electric Supply Company (GESCO) unless specifically assented to in writing [illegible] GESCO management.

1. **PRICES AND TERMS** — Unless otherwise noted [illegible] notice. [illegible] include any present future sales, use, excise [illegible] by the Buyer.

Unless otherwise [illegible] within the United States, except Alaska and Hawaii; in all cases, title shall [illegible] damage shall be upon Buyer.

All items shown [illegible] to particular items and quantities. Any [illegible] after placement of order such as changes in quantity [illegible] partial release, will [illegible] to the manufacturer's terms and [illegible].

Extra labor or mechanical facilities required to unload shall be [illegible] by Buyer without any cost to GESCO.

2. **DELIVERY** — Factory shipping dates given in advance of actual shipment are [illegible] by the manufacturer and shall not be deemed to represent fixed or guaranteed shipping dates.

GESCO shall not be liable for failure to deliver or [illegible] control, or (ii) act of God, act or omission of Buyer, act of civil or military authority, [illegible] allocation or control, fire, strike or other labor difficulty, riot or other civil disturbance, insolvency or other inability [illegible] delay in transportation, or (iii) any other commercial impracticability. In the event of any such delay, the date of delivery [illegible] a period equal to the time lost by reason of delay.

3. **PAYMENT AND FINANCIAL CONDITION** — Each shipment or delivery shall [illegible] to have been sold under a separate and independent contract.

Any order [illegible] in the judgment of GESCO, the financial condition of the [illegible] at the time of manufacture [illegible] does not justify the [illegible] from Buyer full or partial payment or other [illegible] of performance before manufacture or shipment, GESCO reserves the right to suspend its performance until [illegible] payment or [illegible].

Buyer, [illegible] the payment of the full [illegible], grants GESCO a security interest in said goods. Buyer agrees to execute any documents or furnish information [illegible] to perfect the security interest.

4. **WARRANTIES** — [illegible] by GESCO [illegible]. GESCO shall use its best efforts to obtain [illegible] manufacturer [illegible] the refund or replacement [illegible] the Buyer and the sole obligation of GESCO [illegible]. THERE ARE NO WARRANTIES [illegible] IMPLIED OR STATUTORY [illegible] in this paragraph [illegible] OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE SHALL APPLY.

5. **LIMITATION OF LIABILITY** — GESCO's liability on any claim [illegible] out of this contract or from the performance or breach thereof or connected with the supplying of any goods hereunder, or the [illegible] or use, whether based on contract, warranty, tort (including negligence) or other grounds, shall not exceed the price allowable to such [illegible] thereof involved in the claim. GESCO shall not, under any circumstances, be liable for any labor charges without the prior written consent of GESCO.

GESCO shall not in any event be liable, whether as a result of [illegible] tort (including negligence) or other grounds, for special, consequential, incidental or penal damages including, but not limited to, [illegible] loss of use of the product or any associated product, cost of capital [illegible] facilities or services [illegible] of the Buyer for such damages.

If GESCO furnishes Buyer with advice or other assistance [illegible] equipment in which any such goods [illegible] which is not required pursuant to [illegible] advice or assistance will not subject GESCO to any liability, whether based on contract, warranty, tort (including negligence) [illegible].

6. **HAZARDOUS BUSINESS** — Unless otherwise agreed [illegible] of GESCO management, goods sold hereunder are not intended for use in connection with any nuclear facility [illegible] installation, space exploration or other critical applications where failure of [illegible] potential harm [illegible]. If so used, GESCO disclaims all liability for any nuclear damage, contamination or other [illegible] and hold GESCO harmless from such liability whether [illegible] contract, warranty, tort (including [illegible]) GESCO [illegible] shall have any liability to the Buyer [illegible] whether based on contract, warranty, tort [illegible] to any property located at a nuclear facility.

7. **TERMINATION** — Buyer may terminate an order only [illegible] GESCO [illegible] proper termination charges.

8. **RETURNED GOODS** — Goods may not be returned without the [illegible] GESCO.

9. **ASSIGNMENT** — The delegation or assignment by Buyer of any [illegible] without the prior written consent of GESCO shall be void.

10. **GENERAL** — All orders are subject to acceptance by management of the district or local house of GESCO serving the Buyer. Any representation, affirmation of fact and course of dealing, promise or condition [illegible] not incorporated herein, shall not be binding on either party. No waiver, alteration or modification of any of the provisions hereof shall be binding upon GESCO unless specifically assented to in writing by an authorized representative of GESCO management.

L. W. HEMBREE CO.
ELECTRICAL CONTRACTORS
1441 S.E. 82ND AVE. • PORTLAND, OREGON 97216

24-12 / 1230 081

08063

Invoice #845-310961	15,735.00
Less liquidated damages chgd. by Or.St. Hwy.Dept.	11,100.00
	4,635.00

TO ORDER

	DATE	CHECK #	NET AMOUNT
GENERAL ELECTRIC SUPPLY	10/15/81	8063	$ *4,635.00**

P.O. Box 1910
SEATTLE, WA. 98111

L. W. HEMBREE CO.

FIRST NATIONAL BANK
OF OREGON
HOLLYWOOD ROSE CITY BRANCH
PORTLAND OREGON 97212

⑈00008063⑈ ⑆123000123⑆081 000029 9⑈

General Electric Supply COMPANY
A DIVISION OF GENERAL ELECTRIC COMPANY

GENERAL ELECTRIC SUPPLY COMPANY

P.O. BOX 1910
SEATTLE, WA 98111
D-U-N-S 00-168-9082
GE CODE R32000

VENDOR CODE

PAYMENT TERMS
CASH DISCOUNT AS INDICATED BELOW BY ITEM 10TH PROX
NET 11TH PROX

730-Portland

1100 AC1

ST. CODE	DEST. CODE	SHIP FROM	CUSTOMER NUMBER
	88	730	2693638

CUSTOMER ORDER NO. AND DATE	GESCO JOB NO.
A5220-900 9/19/80	E37

INVOICE NUMBER	INVOICE DATE
845- 310961	4/10/81

FRAME NUMBER

VENDOR INFORMATION

BILLED TO

L. W. Hembree Company
1441 S. E. 82nd Avenue
Portland, Oregon 97216

SHIPPED TO

L. W. Hembree Company
Mt. Hood Hwy @ S.E. Hogan Road
Gresham, Oregon

SHIPPING REFERENCE NO.	DATE SHIPPED	SHIPPED FROM	SHIPPED VIA	TRANSPORTATION TERMS
	4/3/81	California	B&D	F.O.B. P.O.S. PPD & ALLOW

QUANTITY	DESCRIPTION	CD	UNIT PRICE	U/M	% TO	AMOUNT	SALES CODE	UNIT COST	COST EXTENSION
4	Ameron Strain Poles								
4	" Traffic Poles	N	Lot		N	15,735.00	22	14,760.00	
	Pro rated 730-4096D								

IF PAID IN ACCORDANCE WITH CASH DISCOUNT TERMS YOU MAY DEDUCT $ 0

A 99 INVOICE TOTAL 15,735.00

FORM 1102 NEW 76-9 ☐ ☐

TO Bill Van Baggen.

Electrical Construction
1441 S. E. 82nd
PORTLAND, OR 97216
777-4555

DATE 9-30-80 SUBJECT Poles Jobs #0900 #1000

Bill,

Just to confirm our conversation We will accept shipment of Poles on one order for both Jobs. This is per my conversat with our foreman Gary Peterson.

Thanks.

SIGNED Margie

DATE OF REPLY

SIGNED

THIS COPY FOR PERSON ADDRESSED

— PORTLAND, OREGON 97216
777-4555

Job TV Hwy + Str
Job No 1000
Cost Center

UNIT PRICE		EXT. PRICE	
		5639	00
		560	00
		48	25
		~~5639~~	~~00~~
		5687	25

A. DELIVERY REQUIREMENTS
1. ☐ SHIP ENTIRE LOT ONE ORDER
☐ OTHER
2. SHIP TO ARRIVE ON OR ABOUT

B. TERMS
1. CASH DISC.
2. OTHER

C. F. O. B.

D. SHIPPING INSTRUCTIONS
1. MARK SHIPPING TAGS AS FOLLOWS: TR JOB SITE
2. SHIP VIA

E. SPECIAL CONDITION
1. 1 COPIES OF SHOP DRAWINGS OR CUTS.
2. INDICATE ORDER NO. ON ALL INVOICES PACKING SLIPS AND SHIPPING CARTONS.
3. ACKNOWLEDGE ENTIRE ORDER IN WRITING.
4. FORWARD COPIES OF ALL BILLS OF LADING TO PORTLAND OFFICE.
5. OTHER

RENDER INVOICES IN DUPLICATE SHOWING ORDER NO.

HANGES OF MATERIALS OR WORK IS
HT TO CANCEL ALL OR ANY PART OF
E OF THIS CONTRACT, OR IF SELLER
RDER IS SUBJECT TO CANCELLATION
D TO DESTINATION NOTED. FREIGHT
ND SUBJECT TO CONDITONS ON THE

HEMBREE CO.

L. W. HEMBREE CO.
ELECTRICAL CONTRACTORS
1441 S.E. 82ND AVE. • PORTLAND, OREGON 97216
PHONE: 777-4555 AREA CODE: 503

January 26, 1981

G.E. Supply
4322 N.W. Yeon
Portland, OR 97210

Attn: Bill Van Baggen

Re: POLE DELIVERY - ~~Job #900 Hillsboro~~, T.V. Hwy. & 247th
Job #1000 Gresham, Mt. Hood @ Hogan & Powell

Letters

Bill,

We are getting desperate on the arrival of the above poles.

Going back to our original quote on this job and going through all the items of delay, I still had planned on delivery of strain poles in Hillsboro the first week of February and delivery in Gresham the first week of March. This, as we both knew, would put us into penalty time in Gresham. We did request a time extension of 30 days for Gresham because of the Ameron 14-16 week time change rather than 12-14 weeks as quoted. This request was denied us. The penalty for Gresham is $100.00 per calendar day. Now, since our last conversation, you tell me that for both jobs our pole delivery date is the first week of March. This would put us into penalty for Hillsboro also. The liquidated damages for Hillsboro are figured at $75.00 per calendar day.

Our company would be forced to bill G.E. Supply for these charges for the following reasons:

1. Quoted delivery time 12-14 weeks changed after receipt of P.O. to 14-16 weeks.
2. Delay in releasing Hillsboro poles for shipment from November 3 to November 14.

3. Anticipated delivery date for Hillsboro changed by one month, unknown reason.

I would like to mention the mix-up we had in which our office approved the shipment for both jobs to come all in one order. This was before our submittals were returned to us and the mast arms were rejected. At that time I instructed you to split up the shipment; please see my speed letters to you dated 10/29/80, 11/3/80 and 11/17/80. This mix-up caused the delay in releasing the Hillsboro poles.

Please see if anything can be done to speed up this delivery; every day helps.

Sincerely,

Margie Meinzer

Margaret J. Meinzer
Estimator

MJM/ro

Wood

Hwy #L-8351

RECEIVED
FEB 10 1983
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

In the CIRCUIT Court of the State of Oregon

for the County of Multnomah

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation, Plaintiff ~~Plaintiff~~

vs.

L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation, Defendant, and L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation, Third Party Plaintiffs, v. OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, Third Party Defendant. ~~Defendant~~

No. A8208-05127

SUMMONS

To Auditor, Oregon State Highway Department
OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION
Administration State Highway Building
Salem, Oregon 97310
Third Party Defendant.

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

Stephen C. Thompson
SIGNATURE OF OREGON RESIDENT ATTORNEY

STEPHEN C. THOMPSON
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Stephen C. Thompson
ATTORNEY(S) FOR PLAINTIFF(S)

Post office address at which papers in the above entitled action may be served by mail.
Administration State Highway Bldg.
Salem, Oregon 97310

BRICKER, ZAKOVICS & QUERIN, P.C.
ATTORNEYS FOR PLAINTIFF
1200 Wilcox Building
Portland, Oregon 97204
(503) 226-1151

L-8351

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS NESS LAW PUB. CO., PORTLAND, ORE.

PROOF OF SERVICE

STATE OF .... } *ss.*
County of .... }

I hereby certify that I made service of the foregoing summons upon the individuals and other legal entities to be served, named below, by delivering or leaving true copies of said summons and the complaint mentioned therein, certified to be such by the attorney for the plaintiff, as follows:

Personal Service Upon Individual(s)

Upon ...., *by delivering such true copy to him/her, personally and in person, at* ...., *on*..............................., *19*......., *at*..............*o'clock* ....*M.*

Upon ...., *by delivering such true copy to him/her, personally and in person, at* ...., *on*..............................., *19*......., *at*..............*o'clock* ....*M.*

Substituted Service Upon Individual(s)**

Upon ...., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ...., *to* ...., *who is a person over the age of 14 years and a member of the household of the person served on* ...., *19* ...., *at*..............*o'clock* ....*M.*

Upon ...., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ...., *to* ...., *who is a person over the age of 14 years and a member of the household of the person served on* ...., *19* ...., *at*..............*o'clock* ....*M.*

Office Service Upon Individual(s)**

Upon ...., *at the office which he/she maintains for the conduct of business at* ...., *by leaving such true copy with* ...., *the person who is apparently in charge, on* ...., *19*......., *during normal working hours, at to-wit:* ....*o'clock,* ....*M.*

Service on Corporations, Limited Partnerships or Unincorporated Associations Subject to Suit Under a Common Name

Upon ...., *by*
(NAME OF CORPORATION, LIMITED PARTNERSHIP, ETC.)

(a) delivering such true copy, personally and in person, to .... *who is a/the* *.. *thereof; OR*

(b) leaving such true copy with ...., *the person who is apparently in charge of the office of* ...., *who is a/the ** .... *thereof;*

*Specify registered agent, officer (by title), director, general partner, managing agent.

at ...., *on*..............................., *19*......., *at*..............*o'clock* ....*M.*

DATED..., *19*.........

....
SHERIFF

By..
DEPUTY

I further certify that I am a competent person 18 years of age or older and a resident of the state of service or the State of Oregon, and that I am not a party to nor an officer, director or employee of, nor attorney for any party, corporate or otherwise; that the person, firm or corporation served by me is the identical person, firm or corporation named in the action.
DATED..., *19*........

....
SIGNATURE

....
TYPE OR PRINT NAME

The signature line on the left should be used only by a sheriff or deputy of a county in Oregon; all other servers complete certificate on the right.

The Proof of Service above contains most, but not all, of the methods of service. For example, this form does not include proof of service on a minor or incompetent person. See ORCP 7D. (2) and 7 D. (3) for complete service methods on particular parties.

*** Where substituted or office service is used, the plaintiff, as soon as reasonably possible, shall cause to be mailed a true copy of the summons and complaint to the defendant at the defendant's dwelling house or usual place of abode, together with a statement of the time, date and place at which such service was made. Use SN Form No. 1149 or equivalent.*

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a a foreign corporation,

Plaintiff,

v.

L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation,

Defendant.

and

L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation,

Third Party Plaintiffs,

v.

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,

Third Party Defendant.

No. A8208-05127

THIRD PARTY COMPLAINT

For their third party complaint against Oregon Department of Transportation, Highway Division, third party plaintiffs allege as follows:

I.

Plaintiff Oregon Department of Transportation, Highway Division, ex rel, General Electric Supply Company, has filed against defendants L. W. Hembree Company and

United Pacific Insurance Company a complaint, a copy of which is attached as Exhibit A.

II.

Third party plaintiff realleges those matters contained in paragraph II of its First Affirmative Defense of its answer to plaintiff's complaint, as well as paragraphs II, III, and IV of defendant's counterclaim to plaintiff's complaint.

III.

Defendant Oregon Department of Transportation, Highway Division, is a subdivision of the State of Oregon.

IV.

Defendant/third party plaintiff Hembree's contract with third party defendant for the traffic signal installation on the Mt. Hood Highway at Southeast Hogan/Burnside in Gresham, Oregon, Contract No. OSHD9194 (herein "Contract"), provided for exemption from assessment of liquid damages and retainage due to adverse weather conditions and delays beyond the control of defendant Hembree.

V.

Any delays to the completion of the Contract by defendant/third party plaintiff Hembree were caused by adverse weather conditions and/or the delays occasioned by relator General Electric Supply Company and were delays beyond the control of L. W. Hembree.

* * *

VI.

All conditions precedent on the defendant/third party plaintiff Hembree's part to be performed pursuant to the agreement described to have been performed by defendant/ third party plaintiff Hembree.

VII.

Pursuant to the Contract described above, there was a total due by third party defendant State of Oregon Highway Division to third party plaintiff in the sum of $150,762.29. Third party defendant has withheld and refuses to pay the sum of $11,100.00.

VIII.

Third party plaintiff Hembree has demanded payment of the aforesaid sum of $11,100.00, but third party defendant has failed and refused to pay the total amount owing. There is now due and owing by third party defendant the sum of $11,100.00, but third party defendant has failed and refused and continues to fail and refuse to pay said sum or any part thereof.

IX.

Third Party Plaintiff is entitled to his reasonable attorney's fee.

WHEREFORE, third party plaintiff prays for judgment against third party defendant in the sum of $11,100.00

* * *

* *

together with reasonable attorney's fees and costs and disbursements.

BRICKER, ZAKOVICS & QUERIN, P.C.

By
Stephen C. Thompson
Of Attorneys for Third Party Plaintiffs

CERTIFICATE — TRUE COPY

I hereby certify that the foregoing copy of Third Party Complaint *is a complete and exact copy of the original.*

Dated February 7, *19*83

Attorney(s) for Third Party Plaintiffs

ACCEPTANCE OF SERVICE

Due service of the within .... *is hereby accepted on* ...., *19*......, *by receiving a true copy thereof.*

Attorney(s) for ....

CERTIFICATES OF SERVICE

Personal

I certify that on ...., *19*......, *I served the within* .... *on* .... *attorney of record for* .... *by personally handing to said attorney a true copy thereof.*

Attorney(s) for ....

At Office

I certify that on ...., *19*......, *I served the within* .... *on* .... *attorney of record for* ...., *by leaving a true copy thereof at said attorney's office with his/her clerk therein, or with a person apparently in charge thereof, at* ...., *Oregon.*

Attorney(s) for ....

Mailing

I hereby certify that I served the foregoing Third Party Plaintiff's Complaint *on* Michael D. Williams, *attorney(s) of record for* plaintiff *on* February 4, *19* 83, *by mailing to said attorney(s) a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at said attorney(s) last known address, to-wit:*

Suite 775, Boise Cascade Building
1600 S.W. Fourth Avenue
Portland, OR 97201-5578

and deposited in the post office at Portland, *Oregon, on said day.*

Dated February 4, *19* 83

Stephen C. Thompson

Attorney(s) for Third Party Plaintiff

BRICKER, ZAKOVICS & QUERIN, P.C.
ATTORNEYS AT LAW
1200 Wilcox Building
Portland, Oregon 97204
Telephone 226-1151

BACKING SHEET

1/1/80-B
FORM No. 100½—STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

I HEREBY CERTIFY THAT THE FOREGOING IS A TRUE COPY OF THE ORIGINAL THEREOF.

WILLIAMS, STARK, HIEFIELD, AND NORVILLE, P.C.

EXHIBIT A

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation;

Plaintiff,

vs.

L.W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation,

Defendants.

NO. A8208-05127

COMPLAINT -- ACTION ON BOND

Plaintiff, Oregon Department of Transportation, Highway Division, ex rel General Electric Supply, a division of General Electric Company, a foreign corporation, alleges:

I

At all times material herein, plaintiff's relator, General Electric Supply Company, a division of General Electric Company, was a foreign corporation authorized to transact business in Oregon. At all times material herein, Oregon Department of Transportation, Highway Division, was a subdivision of the state of Oregon pursuant to ORS 366.105.

II

At all times material herein, L.W. Hembree Company, hereinafter referred to as "Hembree", was an Oregon corporation. Defendant United Pacific Insurance Company was a Washington corporation authorized to transact business in Oregon.

III

At all times material herein, Hembree was the prime contractor in a contract with the Oregon Department of Transportation, Highway Division, for Traffic Signal Installation on Mt. Hood Highway at S.E. Hogan/Burnside in Gresham, Oregon, Contract Number OSHD 9194.

IV

As required by ORS 279.029, Hembree posted a bond on the job and defendant United Pacific Insurance Company is the surety on that bond. A copy of the bond is attached hereto as Exhibit "A" and by this reference hereby incorporated herein.

V

On or about September 20, 1980, relator agreed to supply certain electrical apparatus, fixtures, poles and other electrical supplies to defendant Hembree for the agreed and reasonable price of $20,173.00 and defendant Hembree agreed to pay $20,173.00 therefore.

VI

All conditions precedent on the relator's part to be performed pursuant to the agreement described above have been performed by the relator.

VII

Pursuant to the contract described in Paragraph V above, there was a total due by defendant Hembree to the relator in the sum of $20,173.00.

//

VIII

On or about September 23, 1981, the Oregon Department of Transportation, Highway Division, duly took affirmative action accepting the work of defendant Hembree.

IX

On or about November 11, 1981, prior to the expiration of six (6) months immediately following the acceptance of the work by the affirmative action of the Oregon Department of Transportation, Highway Division, being the public body which let the said contract, relator presented and filed with the auditor for the Oregon Department of Transportation, Highway Division, a written notice of claim signed by relator and prepared and filed pursuant to ORS 279.526 and ORS 279.528. A copy of said notice is attached hereto as Exhibit "B" and incorporated herein.

X

Plaintiff's relator has demanded payment of the aforesaid sum of $20,173.00, but defendant has failed and refused to pay the total amount owing. There is now due and owing by defendants the sum of $11,100.00 but defendant Hembree has failed and refused and continues to fail and refuse to pay said sum or any part thereof.

XI

Plaintiff is entitled to its reasonable attorney's fees.

XII

Relator has satisfied all conditions precedent to be performed under its contract with Hembree and has satisfied all conditions under ORS 279.526 et seq. with respect to maintaining an action on the bond filed by defendant United Pacific Insurance Company.

WHEREFORE, plaintiff prays for a judgment against defendants and each of them, in the sum of $11,100.00 plus a further sum for its reasonable attorneys fees and for its costs and disbursements incurred herein.

DATED this 6 day of August, 1982.

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

Michael D. Williams
MICHAEL D. WILLIAMS
Of Attorneys for Plaintiffs
Oregon Bar No. 74344

I HEREBY CERTIFY THAT THE FOREGOING IS A TRUE COPY OF THE ORIGINAL THEREOF.

Michael D. Williams
Attorneys for plaintiff

Section IV. Performance Bond

KNOW ALL MEN BY THESE PRESENTS: That we

L. W. Hembree Company, an Oregon corporation, by and through its corporate officials doing business at 1441 SE 82nd Avenue, Portland, Oregon 97214

as principal, and

UNITED PACIFIC INSURANCE COMPANY, a Washington corporation with principal office in Tacoma, and authorized to transact the business of Surety in the State of Oregon.

as surety, are jointly and severally held and bound unto the State of Oregon, in the sum of

One Hundred Fifty Thousand Seven Hundred Sixty-Two Dollars and Twenty-Nine Cents

($150,762.29)

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns or successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas the said principal herein has made and entered into a certain contract, a copy of which is attached hereto, with the State of Oregon, which contract, together with the applicable plans, Standard Specifications, special provisions, and schedule of contract prices, is by this reference made a part hereof, whereby the said principal agrees to perform certain work and to assume certain obligations, which things he agrees to do in accordance with the certain terms, conditions, requirements, plans and specifications set out in said contract.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of the said contract, in all respects, and shall well and truly and fully do and perform all matters and things by him undertaken to be performed under said contract, upon the terms set forth therein, and within the time prescribed therein, or as extended as provided in the applicable Standard Specifications, and shall indemnify and save harmless the State of Oregon, the Oregon Transportation Commission, and members thereof, its officers, employes, and agents, against any direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the said contract by the said contractor or his subcontractors; and shall make payment promptly, as due, to all subcontractors and to all persons supplying to the contractor or his subcontractors equipment, supplies, labor or materials for the prosecution of the work, or any part thereof, provided for in said contract, and shall pay all contributions or amounts due the State Accident Insurance Fund and the State

Exhibit "A"

ployment Compensation Tax Fund from such contractor or subcontractors incurred in the performance of said contract, and pay all sums of money withheld from the contractor's employes and payable to the Revenue Department; and shall pay all other just debts, dues and demands incurred in the performance of the said contract and shall pay the State of Oregon, by and through its Transportation Commission, such damages as may accrue to the State under said contract and shall in all respects perform said contract according to law, then this obligation is to be void, otherwise to remain in full force and effect.

Nonpayment of the bond premium will not invalidate this bond nor shall the State of Oregon, by and through its Transportation Commission, be obligated for the payment thereof.

Witness our hands this 23 day of Sept., 1980

L. W. Hembree Company
Principal

By L. W. Hembree

By Earlene J. Hembree V.P.

Principal

By

By

UNITED PACIFIC INSURANCE COMPANY, a Washington corporation with principal office in Tacoma, and authorized to transact the business of Surety in the State of Oregon.
Surety

By George A. Mansfield
Attorney in Fact

By
Agent

MANSFIELD & CO.
SURETY BONDS - INSURANCE
1311 NORTHWEST 21st AVE.
PORTLAND, OREGON 97209
222-9971

APPROVED AS TO AUTHORITY OF ATTORNEY - IN - FACT
FOR THE SURETY COMPANY.
INSURANCE DIVISION - DEPT. OF COMMERCE
BY Diane E. Koenig

General Electric Supply COMPANY
A DIVISION OF GENERAL ELECTRIC COMPANY

1924 FOURTH AVENUE SOUTH
SEATTLE, WASHINGTON 98134

November 11, 1981

NOTICE OF CLAIM

TO: Auditor, Oregon State Highway Department
Administration State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, GENERAL ELECTRIC SUPPLY COMPANY, A DIVISION OF GENERAL ELECTRIC COMPANY, has a claim in the sum of ELEVEN THOUSAND ONE HUNDRED AND NO/100 ($11,100.00) against L. W. HEMBREE COMPANY, 1441 S. E. 82nd AVE. PORTLAND, OREGON 97216 and against the bond taken from UNITED PACIFIC INSURANCE COMPANY, TACOMA, WASHINGTON for the work of TRAFFIC SIGNAL INSTALLATION ON MT. HOOD HIGHWAY AT S. E. HOGAN/BURNSIDE GRESHAM, OREGON, CONTRACT NUMBER OSHD 9194. Said claim is for electrical apparatus, fixtures, poles and other electrical supplies.

GENERAL ELECTRIC SUPPLY COMPANY, A
DIVISION OF GENERAL ELECTRIC COMPANY

1924 4th AVE. SOUTH
SEATTLE, WASHINGTON 98134

By:____________________________
Lloyd C. Lorentzen, Credit Specialist

cc: Hembree Co.
United Pacific

Exhibit "B"

JS-76-A

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation, Plaintiff, vs. L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation, Defendants.	Multnomah County Circuit Court Arbitration No. A8208-05127 REPLY

For reply to the Answer of defendants L.W. Hembree Company and United Pacific Insurance Company, plaintiff Oregon Department of Transportation Highway Division ex rel. General Electric Supply Company, a division of General Electric Company, a foreign corporation, admits, denies and alleges as follows:

I

If the First Affirmative Defense is denominated as a counterclaim, paragraph I of the First Affirmative Defense requires no answer and paragraph II of the affirmative defense is denied.

II

Paragraph I of the Answer and Counterclaim requires no answer.

III

Paragraph II of the Answer and Counterclaim is admitted.

IV

Deny the allegations of paragraphs III, IV and V of the Answer and Counterclaim.

For further reply to the First Affirmative Defense, plaintiff alleges:

V

Defendants' First Affirmative Defense fails to state ultimate facts sufficient to constitute an Affirmative Defense, in that defendants have not plead facts sufficient to show a causal relationship or damage caused by the facts alleged in the affirmative defense.

For a further reply to the Answer and Counterclaim, plaintiff alleges:

VI

The Answer and Counterclaim fails to state ultimate facts sufficient to constitute a claim for relief on behalf of defendant United Pacific Insurance Company in that the counterclaim does not inure to the benefit of defendant United Pacific Insurance Company, but only to the benefit of defendant

L.W. Hembree Company.

For a further reply to the Answer and Counterclaim, plaintiff alleges:

VII

Defendants failed to mitigate their damages by successfully asserting that the liquidated damages claimed by the Oregon Department of Transportation, Highway Division are a penalty, and by failing to coordinate all work under the contract 9194 so as to minimize the damages caused by delay, if any, in delivery of the poles.

For a further reply to the Answer and Counterclaim, plaintiff alleges:

VIII

The contract provided that plaintiff's relator is not liable for failure to deliver or for delay in delivery or performance due to causes beyond its reasonable control, acts or omissions of the buyer, inability to perform by the manufacturer, delay in transportation, or any other commercial impractibility, and in the event of any such delay, the date of delivery or performance should be extended for a period equal to the time lost by reason of delay.

IX

If delivery was late, said late delivery was caused by reason within said contractual terms.

For a further reply to the Answer and Counterclaim, plaintiff alleges:

X

The contract provided that plaintiff's relator should not be liable in any event, whether as a result of breach or contract or otherwise, for special, consequential, incidential or penal damages including, but not limited to, loss of profits or revenue, loss of use of the product or any associated product, cost of capital, cost of substitute products, facilities or services, downtime costs, or claims of customers of Hembree for such damages.

XI

The damages claimed by Hembree arise out of assertion of liquidated damages by Oregon Department of Transportation's Highway Division, which are special, consequential, incidential or penal damages within said contractual terms.

For a further reply to the Answer and Counterclaim, plaintiff alleges:

XII

The counterclaim fails to state ultimate facts sufficient to constitute a claim for relief on behalf of defendant L.W. Hembree Company, in that counterclaims are not available against the relator in a bond claim.

WHEREFORE, plaintiff having fully answered defendant's counterclaim, prays for dismissal of plaintiff's counterclaim, and for judgment in its favor in accordance with the prayer in the complaint.

DATED this 1st day of Feb, 1983.

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

/s/ MDW

MICHAEL D. WILLIAMS
OSB No. 74344
Of Attorneys For Plaintiff
Oregon Department of Transportation
Highway Division Ex Rel. General
Electric Supply Company

CERTIFICATE — TRUE COPY

I hereby certify that the foregoing copy of REPLY
is a complete and exact copy of the original.

Dated February 1, 1983

/s/Michael D. Williams
Attorney(s) for Plaintiff

ACCEPTANCE OF SERVICE

Due service of the within .... *is hereby accepted on* ...., *19*......, *by receiving a true copy thereof.*

....
Attorney(s) for ....

CERTIFICATES OF SERVICE

Personal

I certify that on ...., *19*......, *I served the within* .... *on* .... *attorney of record for* .... *by personally handing to said attorney a true copy thereof.*

....
Attorney(s) for ....

At Office

I certify that on ...., *19*......, *I served the within* .... *on* .... *attorney of record for* ...., *by leaving a true copy thereof at said attorney's office with his/her clerk therein, or with a person apparently in charge thereof, at* ...., *Oregon.*

....
Attorney(s) for ....

Mailing

I hereby certify that I served the foregoing REPLY *on* Mr. Stephen C. Thompson, *attorney(s) of record for* Defendants *on* February 1, *19*83 *by mailing to said attorney(s) a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at said attorney(s) last known address, to-wit:* 1200 Wilcox Building, 506 S.W. Sixth Avenue, Portland, Oregon 97204 *and deposited in the post office at* Portland, *Oregon, on said day.*

Dated February 1, 1983

/s/Michael D. Williams
Attorney(s) for Plaintiff

WILLIAMS, STARK, HIEFIELD,
NORVILLE & GRIFFIN, P.C.
ATTORNEYS AT LAW
775 Boise Cascade Building
1600 S. W. Fourth Avenue
Portland, Oregon 97201
Telephone 222-9966

BACKING SHEET

1/1/80
FORM No. 100½—STEVENS NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation,

Plaintiff,

vs.

L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation,

Defendants.

Multnomah County Circuit
Court Arbitration
NO. A8208-05127

MOTION TO COMPEL
PRODUCTION

COMES NOW plaintiff and moves this court for production of certain documents pursuant to ORCP 43 and ORCP 46 and the affidavit of Michael D. Williams annexed hereto.

DATED this ____ day of January, 1983.

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

/s/Michael D. Williams
MICHAEL D. WILLIAMS, OSB No. 74344

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation,)
)
Plaintiff,)
)
vs.)
)
L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation,)
)
Defendants.)

Multnomah County Circuit
Court Arbitration
NO. A8208-05127

AFFIDAVIT OF
MICHAEL D. WILLIAMS

State of OREGON)
)
County of Multnomah)

I, MICHAEL D. WILLIAMS, being first duly sworn on oath, do depose and say that:

1. On December 7, 1982, I requested that defendants' counsel furnish me with certain documentation as set forth in the Request for Production attached hereto as Exhibit "A".

2. Defendants' counsel failed to produce the documents on December 21, 1982. On or about December 23, 1982, I received defendant Hembree's response to request for production, a copy of which is attached hereto as Exhibit "B". Despite repeated requests, defendant Hembree has failed to provide plaintiff with the documents requested for inspection and copying. Further, there have been no communication with my office regarding any objection to production by defendant United Pacific Insurance Company.

I make this affidavit in support of plaintiff's motion to compel discovery.

/s/Michael D. Williams
MICHAEL D. WILLIAMS

SUBSCRIBED and sworn to before me this _____ day of January, 198$\overset{3}{2}$.

/s/Connie L. Kinney
Notary Public for OREGON
My Commission expires: 2/12/84

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation,

Plaintiff,

vs.

L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation,

Defendants.

Multnomah County Circuit Court Arbitration
NO. A8208-05127

DEFENDANT HEMBREE'S RESPONSE TO REQUEST FOR PRODUCTION

Pursuant to ORCP 43, defendant L. W. Hembree responds to plaintiff's request for production as follows:

1. Will be provided.

2. Will be provided, to the extent that such materials were not prepared in anticipation of litigation, and are not privileged under the attorney-client privilege.

3. Will be provided, to the extent that such materials were not prepared in anticipation of litigation, and are not privileged under the attorney-client privilege.

4. Will be provided, to the extent that such materials were not prepared in anticipation of litigation,

. . .

. . .

and are not privileged under the attorney-client privilege.

DATED this 23rd day of December, 1982.

BRICKER, ZAKOVCS & QUERIN, P.C.

By: Stephen C. Thompson
Stephen C. Thompson
Of Attorneys for Defendant Hembree

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation, Plaintiff, vs. L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation, Defendants.	Multnomah County Circuit Court Arbitration NO. A8208-05127 REQUEST FOR PRODUCTION

COMES NOW plaintiff and requests that defendants produce the following documents at 9:30 o'clock a.m., on December 2/, 1982, at the offices of Williams, Stark, Hiefield and Norville, P.C., 1600 S.W. Fourth Avenue, 775 Boise Cascade Building, Portland, Oregon 97201:

1. The written contract between defendant L. W. Hembree Company and the State of Oregon, Department of Transportation, Highway Division dated on or about September 20, 1980, bearing OSHD Contract No. 9194, including the plans, specifications and drawings.

2. Any and all correspondence, notes, memoranda, or any other writing referring or relating in any manner to the contract described in paragraph 1 above, relating to the electrical materials supplied by General Electric Supply Company and/or Ameron Pole Products Division.

3. Any and all correspondence, notes, memoranda, or other writing

referring or relating in any manner whatsoever to the liquidated damages imposed upon defendant L. W. Hembree Company by the Oregon State Highway Division under Contract No. 9194.

4. Any and all correspondence between L. W. Hembree Company and United Pacific Insurance Company referring or relating in any manner whatsoever to the contract between L. W. Hembree and General Electric Supply Company under Oregon State Highway Division Contract No. 9194.

DATED this 7 day of December, 1982.

WILLIAMS, STARK, HIEFIELD,
and NORVILLE, P.C.

Michael D. Williams
MICHAEL D. WILLIAMS
Of Attorneys for Plaintiff

CERTIFICATE — TRUE COPY

I hereby certify that the foregoing copy of MOTION TO COMPEL PRODUCTION and AFFIDAVIT OF MICHAEL D. WILLIAMS *is a complete and exact copy of the original.*

Dated January, *19*83

....

Attorney(s) for Plaintiff

ACCEPTANCE OF SERVICE

Due service of the within .... *is hereby accepted on* ...., *19*......, *by receiving a true copy thereof.*

....

Attorney(s) for ....

CERTIFICATES OF SERVICE

Personal

I certify that on ...., *19*......, *I served the within* .... *on* .... *attorney of record for* .... *by personally handing to said attorney a true copy thereof.*

....

Attorney(s) for ....

At Office

I certify that on ...., *19*......, *I served the within* .... *on* .... *attorney of record for* ...., *by leaving a true copy thereof at said attorney's office with his/her clerk therein, or with a person apparently in charge thereof, at* ...., *Oregon.*

....

Attorney(s) for ....

Mailing

I hereby certify that I served the foregoing MOTION TO COMPEL PRODUCTION and AFFIDAVIT OF MICHAEL D. WILLIAMS *on* John H. Holmes, *attorney(s) of record for* Defendant, L. W. Hembree Company *on* January, *19*83, *by mailing to said attorney(s) a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at said attorney(s) last known address, to-wit:* Holmes, DeFrancq & Schulte, P.C., 750 Morgan Building, Portland, OR. 97205 *and deposited in the post office at* Portland, *Oregon, on said day.*

Dated January, *19*83

/s/Michael D. Williams

Attorney(s) for Plaintiff

WILLIAMS, STARK, HIEFIELD,
NORVILLE & GRIFFIN, P.C.
ATTORNEYS AT LAW
775 Boise Cascade Building
1600 S W Fourth Avenue
Portland, Oregon 97201
Telephone 222-9966

BACKING SHEET

1/1/80
FORM No. 100½—STEVENS NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation,

Plaintiff,

vs.

L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation,

Defendant.

Multnomah County Circuit
Court Arbitration
NO. A8208-05127

ANSWER

COME NOW defendants, L W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation, and for answer to plaintiff's complaint herein admit, deny and allege as follows:

1. Defendants admit the allegations contained in Paragraphs 1, 2, 3, 4, and 5.

2. Except as admitted hereinabove, defendants deny each and every allegation contained in the complaint and the whole thereof.

****

For a FIRST AFFIRMATIVE DEFENSE, defendants allege:

1. Defendants incorporate by reference the matters admitted in their answer above.

2. In exchange for defendant Hembree's agreement to pay the stated sum for supply of certain electrical apparatus, fixtures, poles and other electrical supplies as alleged in the complaint, relator agreed to provide certain electrical apparatus, and fixtures, poles and other supplies to defendant Hembree on or before December 17, 1980, but relator failed and refused to provide such material on or before that date.

****

For a further separate answer and counterclaim, defendants allege:

1. Defendants incorporate by reference the matters admitted in their answer above.

2. Defendant Hembree's contract with the Oregon Department of Transportation, Highway Division, for the traffic signal installation on the Mt. Hood Highway Highway at S. E. Hogan/Burnside in Gresham, Oregon, Contract No. OSHD9194 (hereafter "contract"), called for completion by defendant Hembree of the work specified under the contract on or before April18, 1981. In addition, the contract provided for payment bu defendant Hembree to the Oregon Department of Transportation, Highway Division, of the sum of $150.00 per day in liquidated damages for every day beyond April 18, 1981, that the contract was not completed.

3. Due to the failure of relator in supplying electrical apparatus, fixtures, poles and other supplies to defendant

Hembree on or before December 17, 1980, defendant Hembree was unable to complete its contract on or before April 17, 1981, and was assessed liquidated damages in the total sum of $11,100.00.

4. By reason of relator's failure to provide the supplies and materials on or before the date promised, defendant Hembree has been damaged by the assessment of liquidated damages in the sum of $11,100.00.

5. Defendants are entitled to reasonable attorneys' fees in the sum of $5,000.00.

WHEREFORE, having fully answered plaintiff's complaint, defendants pray for dismissal of plaintiff's complaint, and judgment in their favor in the sum of $11,100.00, together with attorneys' fees of $5,000.00 and costs and disbursements incurred herein.

BRICKER, ZAKOVICS & QUERIN, P.C.

Stephen C. Thompson

By: ______________________________
Stephen C. Thompson
Of Attorneys for Plaintiff

CERTIFICATE — TRUE COPY

I hereby certify that the foregoing copy of ANSWER *is a complete and exact copy of the original.*

Dated January 25, *19*83

Attorney(s) for Plaintiff

ACCEPTANCE OF SERVICE

Due service of the within .... *is hereby accepted on* ...., *19*......., *by receiving a true copy thereof.*

Attorney(s) for ....

CERTIFICATES OF SERVICE

Personal

I certify that on ...., *19*......., *I served the within* .... *on* .... *attorney of record for* .... *by personally handing to said attorney a true copy thereof.*

Attorney(s) for ....

At Office

I certify that on January 25, *19*83, *I served the within* ANSWER *on* Michael D. Williams *attorney of record for* Plaintiff *by leaving a true copy thereof at said attorney's office with his/her clerk therein, or with a person apparently in charge thereof, at* Suite 775, Boise Cascade Building, Portland, *Oregon.*

Stephen C. Thompson

Attorney(s) for Plaintiff

Mailing

I hereby certify that I served the foregoing .... *on* ...., *attorney(s) of record for* .... *on* ...., *19*......., *by mailing to said attorney(s) a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at said attorney(s) last known address, to-wit:* ....

and deposited in the post office at ...., *Oregon, on said day.*

Dated ...., *19*........

Attorney(s) for ....

BRICKER, ZAKOVICS & QUERIN, P.C.
ATTORNEYS AT LAW
1200 Wilcox Building
Portland, Oregon 97204
Telephone 226-1151

BACKING SHEET

117-1

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, ex rel, GENERAL ELECTRIC SUPPLY COMPANY, a division of GENERAL ELECTRIC COMPANY, a foreign corporation, Plaintiff, vs. L. W. HEMBREE COMPANY, an Oregon corporation, and UNITED PACIFIC INSURANCE COMPANY, a foreign corporation, Defendants.	Multnomah County Circuit Court Arbitration NO. A8208-05127 DEFENDANT HEMBREE'S RESPONSE TO REQUEST FOR PRODUCTION

Pursuant to ORCP 43, defendant L. W. Hembree responds to plaintiff's request for production as follows:

1. Will be provided.

2. Will be provided, to the extent that such materials were not prepared in anticipation of litigation, and are not privileged under the attorney-client privilege.

3. Will be provided, to the extent that such materials were not prepared in anticipation of litigation, and are not privileged under the attorney-client privilege.

4. Will be provided, to the extent that such materials were not prepared in anticipation of litigation,

. . .

. . .

EXHIBIT "B"

and are not privileged under the attorney-client privilege.

DATED this 23rd day of December, 1982.

BRICKER, ZAKOVCS & QUERIN, P.C.

By: Stephen C. Thompson
Stephen C. Thompson
Of Attorneys for Defendant Hembree

OREGO TATE HIGHWAY DIVISION
MATERIALS CTION LABORATORY RECORD

Laboratory No. 82 3562
Data Sheet No. I 87303
Prefix 26-1013
Laboratory charge $103.75
F. A.# HES-24(20),HES
Date received 4/07/82
Date reported 4/13/82

Galv. signal poles
Project Mt. Hood Hwy. at Hogan Rd.
Highway Mt. Hood
Contractor L. W. Hembree Co. No. 9194
Submitted by D. E. Wackerbarth
Source of Material Union Metals
Sampled or inspected at Plant To be used
Sampled or inspected by Larry Miller 4/06/82 Quantity represented

The following material consigned to L. W. Hembree has been accepted on the basis of inspection. Spec. Galv.

4 only Galv. signal poles at Hogan Rd.
4 only Galv. signal poles at Burnside

Inspected at job site for Galv. coating only.

Mikrotest 2.8 oz. zinc.

RECEIVED
APR 19 1982
L. W. HEMBREE CO.

Hembree
Mt Hood Hwy

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
x ☐ Resident Engineer Roy Heinz
☐ District Engineer
x ☐ Files
x D. E. Wackerbarth
x L. W. Hembree Co.

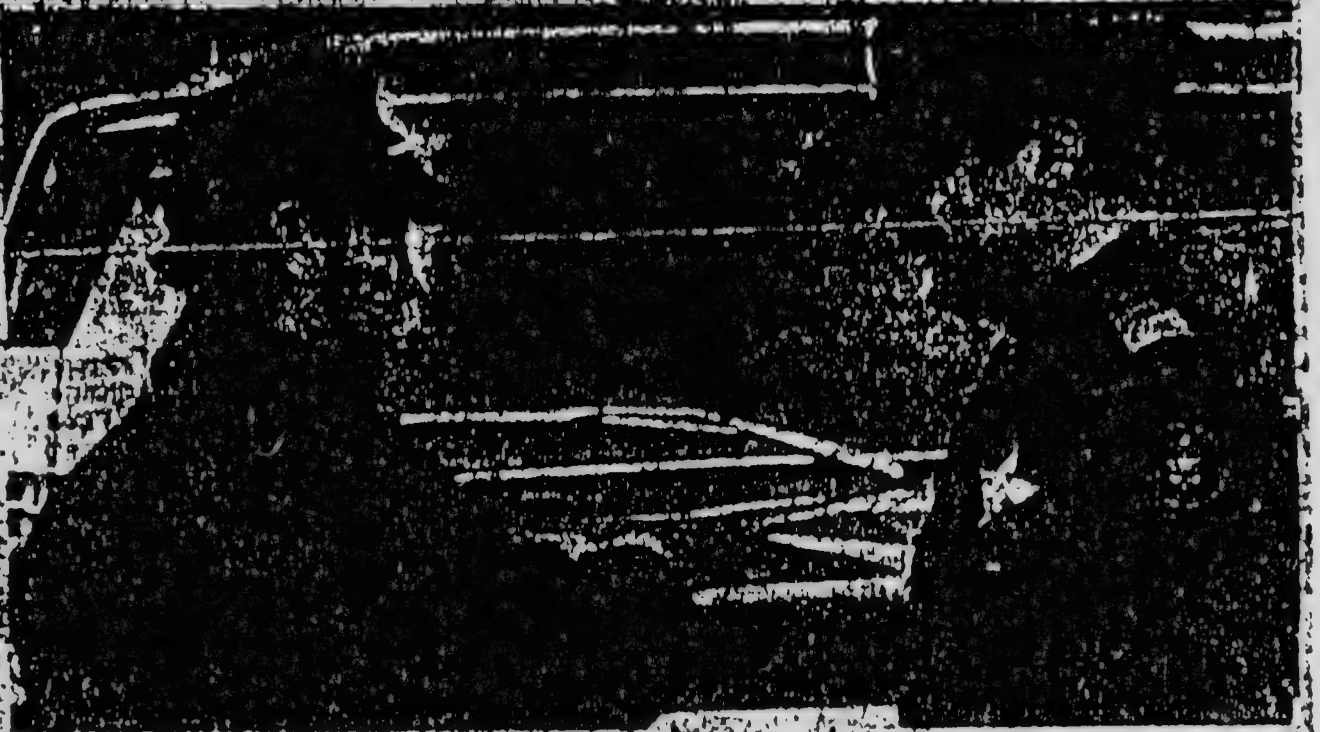
RECOMMENDATION:

Material as represented by this sample does, ~~XXXXX~~ comply with specifications, as noted.

EXHIBIT "C"

L. W. HEMBREE CO.
1441 S. E. 82nd
PORTLAND, OREGON 97216

File



CLAUDIA J. HOWELL/Oregon Journal

NEGOTIATING — Contractor Harry Stanley discusses blocking overpass with Lt. Edwin Schroeder of the Oregon State Police.

Overpass blockade delayed

Contractor Harry Stanley has agreed to delay at least two weeks his threat to block the Sunset Highway overpass at Finley Sunset Hills Mortuary unless the Oregon Transportation Department pays him money he says he is owed.

He was prepared to block the overpass Friday with two pickups, but was dissuaded by Lt. Edwin Schroeder of the Oregon State Police.

Stanley, 43, of Salem, built the overpass, which opened last August, at a contract price of $436,000.

The transportation department, however, still offers him "between $20,000 and $30,000" on the contract Stanley claims.

Carroll Keasey of the department acknowledged that Stanley has filed a claim, which is under negotiation.

Stanley, however, told reporters who gathered at the overpass for the threatened blockade that he can't afford to wait for his money.

But he added, "My attorney tells me it would cost more to sue than it's worth."

TO [illegible] Supply

ADDRESS Bill Van Baggen

1441 S. E. 82ND AVE. — PORTLAND, OREGON 97216

(503) 777-4335

Date [illegible]

Job [illegible] Hood Hwy

Job No. 900

Cost Center

GENTLEMEN: PLEASE furnish the following as instructed below and according to the Terms and Conditions specified on this order.

	QUANTITY	ITEM NO. AND DESCRIPTION	UNIT PRICE		EXT. PRICE	
1	4	strain ~~+ Comb traffic~~ Poles				
2						
3	4	comb Traffic poles				
4						
5	2	touch sensor cabinet - including				
6	9	terminal cabinets				
7						
8	4	400W Metal halide luminaires ←				
9	4	400W Metal halide lamps				
10	1	cat # 46788 transformer base	182	00		
11		w- anchor bolts				
12		as Per plans & specs				
13						
14		subject to award of contract				
15						
16		Ship anchor bolts & templates				
17		soon as possible				
18		#306816 10/31/80 3/16 180.00 110.00 ✓				
19		#3106910 12/12 1/13 257.00 225.00 ✓				
20		263798 1/16 664.00 ✓	19,991		00	
21		311961 4/16 15,735.00				
		28,173.00 TOTAL	20173	00		

A. DELIVERY REQUIREMENTS

1. ☐ SHIP ENTIRE LOT ONE ORDER

☐ OTHER

2. SHIP TO ARRIVE ON OR ABOUT

B. TERMS

1. CASH DISC.

2. OTHER

C. F. O. B.

D. SHIPPING INSTRUCTIONS

1. MARK SHIPPING TAGS AS FOLLOWS

TO JOB Site

2. SHIP VIA

E. SPECIAL CONDITION

1. 6 COPIES OF SHOP DRAWINGS OR CUTS.

2. INDICATE ORDER NO. ON ALL INVOICES, PACKING SLIPS AND SHIPPING CARTONS.

3. ACKNOWLEDGE ENTIRE ORDER IN WRITING.

4. FORWARD COPIES OF ALL BILLS OF LADING TO PORTLAND OFFICE.

5. OTHER

THIS ORDER SUBJECT TO APPROVAL OF MATERIAL BY ARCHITECT OR ENGINEER (IF ANY). NO SUBSTITUTES OR CHANGES OF MATERIALS OR WORK IS TO BE MADE WITHOUT EXPRESS PERMISSION OF L. W. HEMBREE CO. CANCELLATION: BUYER RESERVES THE RIGHT TO CANCEL ALL OR ANY PART OF THE UNDELIVERED PORTION IF SELLER DOES NOT MAKE DELIVERIES AS SPECIFIED, TIME BEING OF THE ESSENCE OF THIS CONTRACT, OR IF SELLER BREACHES ANY OF THE TERMS HEREOF INCLUDING, WITHOUT LIMITATION, THE WARRANTIES OF SELLER. THIS ORDER IS SUBJECT TO CANCELLATION WITHOUT NOTICE IF CONDITIONS OF THIS ORDER ARE NOT MET. FREIGHT AND TAXES (IF ANY) ARE TO BE PREPAID TO DESTINATION NOTED. FREIGHT REIMBURSED FOR REFURBISHING OR RESTORING. THIS ORDER NOT VALID UNTIL SIGNED BY BOTH PARTIES, AND SUBJECT TO CONDITONS ON THE REVERSE SIDE.

RENDER INVOICES IN DUPLICATE SHOWING ORDEP NO.

FILE COPY

ORDER ACCEPTED

Signed by Ed Ray

L. W. HEMBREE CO.

CONDITIONS OF PURCHASE

1. Seller must render separate invoices on each purchase order and on each partial shipment made against any order. Seller must consolidate on a single invoice shipments applying on different orders.

2. Purchaser's order as set forth on the reverse side hereof, subject to these conditions of purchase and Seller's acceptance thereof is our complete contract and is made without any extrinsic conditions or agreements, written or oral. No waiver of, or change in the terms of this purchase order shall be effective unless Purchaser agrees in writing thereto.

3. If this purchase order refers to plans, specifications or other contract documents, Seller's acceptance of this order acknowledges Seller's familiarity with and knowledge of said plans; specifications or other contract documents, and Seller's agreement to supply materials in accordance therewith.

4. Seller's acceptance of this order must be of the whole thereof, and acceptance of any part shall be deemed to be acceptance of the whole.

5. Seller has no authority to complete this purchase order at a higher price than herein set forth without first obtaining Purchaser's written consent to do so. If no price is set forth on this order, it is agreed that Seller's price shall be lowest prevailing market price at the time of shipment.

Seller agrees to defend and indemnify Purchaser, its subsidiaries and customers against all liability or loss arising out of or incident to the actual or alledged Infringement of any patent, trademark or copyright by use or sale of the articles or materials specified in this purchase order.

7. Seller agrees to decrease prices to reflect any market price decline occurring on or before actual date of receipt of materials by Purchaser.

8. Seller has no right to assign this purchase order either in whole or in part, without purchaser's written permission first had and obtained. Any monies due hereunder, at Purchaser's option, may be applied against sums owed by Seller to Purchaser.

9. In the event Purchaser no longer requires the materials ordered hereunder, Purchaser may terminate this order in whole or in part by giving twenty-four (24) hours written or telegraphic notice thereafter to the Seller. In that event, Seller's sole remedy shall be to recover Seller's cost and commitments properly incurred or made prior to receipt of said cancellation less allowance for salvage value.

10. Seller will allow a cash discount, which will be calculated from date of receipt of an acceptance invoice by Purchaser. Invoices not showing cash discount terms will be subject to usual discount for the type of material ordered hereunder.

11. For purposes of invoicing and billing, the 25th day of the month s be deemed the close of the month and all materials received after date shall be considered as being received the following month, with loss of cash discount.

12. The Seller hereby warrants and guarantees that the materials suppl hereunder are and shall remain free from defects in material and wo manship for a period of one (1) year from the date of contract acc tance of the work for which materials supplied hereunder were u and agrees to replace any part or parts thereof which fail through def in material or workmanship during said period and to bear all c incident thereto. Furthermore, Seller agrees, by making deliveries materials hereunder, to indemnify Purchaser against and to hold it ha less for any and all loss and liability for damages arising out of def in materials or workmanship, whether for injury to, or death of pers or damage to or loss of property, due to, or arising out of, or in a way connected with Purchaser's use of said materials sold and delive hereunder.

13. No sale takes place hereunder, nor does title to the materials orde hereunder pass to Purchaser until and unless the materials orde hereunder or received by Purchaser, at its warehouse or other de nated destination point.

14. Any provision of this purchase order which is prohibited by the laws any state shall, as to said state, be ineffective only to the extent of s prohibition without invalidating the remaining provisions of contract.

15. The Seller's timely performance on or before the "Date Required" the reverse side hereof is essential, and therefore, time in the Selle performance is of the essence of this purchase order.

16. Seller agrees to reimburse Purchaser reasonable attorney fees and any other costs incurred by Purchaser due to Seller's inability and refusal to consummate all terms and conditions of this purchase order.

17. All terms and conditions of this purchase order are accepted by Sel should 15 days expire without Seller's written non-acceptance of s purchase order.

18. In the event this material/services are being purchased for a third par Purchaser shall reimburse Seller, not before but within 15 days of rece of monies by Purchaser from the Third Party.

CON

August 16, 1982

Wayne Hembree
L. W. Hembree Co.
1441 SE 82nd
Portland, OR 97216

Contract Time Appeal
Mt. Hood Hwy. @ SE Hogan
Road & Brunside Road
Contract No. 9194

This will confirm the results of my meeting with you and your attorney, Mr. Monte Bricker, on August 11 to consider your appeal of liquidated damages on the above contract.

As stated to you at the meeting, the State grants additional contract time in accord with the terms of the contract for those "Bona fide" reasons that are beyond the control of the contractor. Your sole reason for requesting additional contract time was the late delivery of signal poles by your supplier. The timely furnishing of contract materials is a contractor responsibility and therefore not considered a valid reason for additional contract time and your request is accordingly denied.

There remains 74 days of liquated damages under this contract.

Should you wish to submit additional facts for consideration in this matter, please contact Project Manager Cameron.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

cc Monte Bricker

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood
Rob Cameron

Extension Appeal Meeting
Mt. Hood Hwy. @ SE Hogan Rd. & Burnside
Contract No. 9194

8-11-82
11:00 A.M.

Wayne Hembree
Monte Bricker, Attorney
Pat Schwartz
Jack Solli's
Bryant Jackmond
Marion Craft
Rob Cameron
Wendel Stanley

Monte Bricker: Hembree did everything he could to get the poles. Requests the State use its "disgression" and give the time back to the contractor. No claim that the state was at fault

Hembree: G.E. changed managers this caused added delay. Hembree did not pay G.E. but G.E. apparen paid Ameron. Hembree is no longer able to do Hwy. jobs

Jackmond: Mr. Heinz suggested a temp. pole installation. Why not done? Hembree - don't understand how.

Schwartz: We sympathize, but can't give time for the reason of late delivery.

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: June 29, 1982

FROM Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: MT. HOOD HWY. @ SE HOGAN RD. &
BURNSIDE RD. (GRESHAM)
Contract No. 9194

RECEIVED
JUL 05 1982
LEGAL

This contract overran the time by 74 days. The Contractor, L.W. Hembree, has submitted a time extension request for this amount, and it was refused. Since the date of the refusal by the Highway Division, Hembree's attorney sent us a letter, dated January 5, 1982, requesting a payment of $16,354.79, which included $11,100 for liguidated damages, plus other smaller items. The other items have either been paid or satisfactorily explained, and at the April 14, 1982 meeting with Hembree and his attorney, Rob Cameron, Wendell Stanley, and myself, they emphasized that the only item that has not been resolved was the time question.

There didn't seem to be any new supportive information to substantiate the time extension request, but he (the attorney) asked that I consult with the next higher authority and request a date be set up for him to personally present their side of the argument.

I've attached copies of all past correspondence we have in our file concerning this request.

Please let me know if a hearing of this type is appropriate.

MC/gw
Attachment
cc Rob Cameron

RECEIVED
1982

CE
CAE
FOE
OCS
SCS
EEO
RECEIVED
JUN 30 1982
CONSTRUCTION
SECTION
OM
CA
TC
FE
CP

81-125-1387

file

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
R. L. Coats No. 9293	Lake-Harney Co. Line Harney County	March 4, 1982
Eugene Sand & Gravel, Inc. No. 9237	Poodle Creek Road Lane County	March 5, 1982
Horton Bros., Inc. No. 9285	S.Bank Chetco River Rd. U'Xing. Curry County	March 9, 1982
Tice Electric Co. No. 9269	Arterial St. Light Conversion Proj. (Portland) Multnomah County	March 16, 1982
Mid-Columbia Paving Co. No. 9316	Sherman Ave.-Eugene St. (Hood River) Hood River County	March 18, 1982
Hertz Electric,Inc. No. 9244	Central Ore. Hwy. & Arnold Mkt. Rd. Deschutes County	March 18, 1982
Baker Redi-Mix, Inc. No. 9323	Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St. Baker County	March 18, 1982
L.W. Hembree Co. No. 9195	Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro) Washington County	March 19, 1982
R. L. Coats No. 9333	U.S. Hwy. 97 - U.S. Hwy. 26 Jefferson County	March 19, 1982
Slayden & Holm, Inc. No. 9267	Dairy Creek (Susbauer Rd.) Bridge Washington County	March 22, 1982
Babler Bros., Inc. No. 9224	Polallie Cr.-M.P. 84.94 Hood River County	March 30, 1982

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Electric, Inc. No. 9270	Mt. Hood Hwy.@ Welches Rd. Clackamas County	March 31, 1982
L. W. Hembree Co. No. 9194	Mt. Hood Hwy. @ SE Hogan Rd. & Burnside Rd. (Gresham) Multnomah County	March 31, 1982
Mill Plain Electric No. 9330	Sunnyside Rd. @ SE 97th Ave. & Kaiser Hosp. Access Clackamas County	April 1, 1982
Jim Hall Contracting No. 9313	362nd Dr. @ Skogan Road Clackamas County	April 1, 1982
Coral Construction Co. No. 9334	Lane Co. Pavement Marking Project No. 4 Lane County	April 1, 1982
Columbia Pacific Construction Co. No. 9364	Blind Slough (Barendse Rd.) Bridge Clatsop County	April 6, 1982
C.W. McCallen Const. Co. No. 9085	SW Hall Blvd.-SW Oak St. Washington County	April 7, 1982

April 8, 1982

Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

April 7, 1982

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9194

Gentlemen or Ladies:

On April 2, 1982, we wrote to you concerning release of final payment on Contract No. 9194 awarded to L. W. Hembree Company for work on the Mt. Hood Highway at S.E. Hogan Road and Burnside Road in Gresham, Multnomah County.

Final payment on this contract is $3,601 and the total contract amount is $148,440.68, including $3,243.39 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
cc: L. W. Hembree Company
1441 S.E. 82nd Avenue
Portland, OR 97216

bc: C. T. Keasey
Walt Hart
E. L. Hardt

E

January 13, 1982

Safety Signal Systems, Inc.
7002 - 220th St. S. W.
Mountlake Terrace, WA 98043

CON 5
#9194

Attention: J. E. Stumpf
Office Manager

Gentlemen or Ladies:

Thank you for your Release of Claim dated January 7, 1982, informing us that the claim in the amount of $5,059 and costs and attorney's fees against L. W. Hembree Company has been satisfied.

You state this is in reference to the L. W. Hembree Company Contract No. 9194 for work on the Mt. Hood Highway at S. E. Hogan Road and Burnside Road in Gresham.

This information will be noted in our records and we will advise the surety and contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: L. W. Hembree Company
1441 S.E. 82nd Ave.
Portland, OR 97216

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

1/13/82

SAFETY SIGNAL SYSTEMS, INC.
7002 - 220TH ST. S.W.
MOUNTLAKE TERRACE, WA 98043

(206) 775-1557 or 633-2159
Telex No. 32-9400

LETTER OF TRANSMITTAL

DATE Jan. 7, 1982

RE: Release of Lien
L.W. Hembree, Contract 9194

YOUR NO.	OUR NO.

TO: Department of Transportation
Transportation Bldg.
~~Salem, OR 97310~~

ATTENTION: R.W. Gormsen, Comm. Services

GENTLEMEN:

WE ARE SENDING YOU ☒ ATTACHED ☐ UNDER SEPARATE COVER VIA ______ THE FOLLOWING

☐ Submittals ☐ Pole Drawings ☐ S.O. Request ☐ Plans ☐ Specifications ☐ Quotation
☐ Change Order
☒ Release of Lien referenced above.

QTY	NO.	DESCRIPTION

THESE ARE TRANSMITTED FOR: ☐ Approval ☐ Information ☐ Distribution ☐ Quote Preparation
☐ Order Processing ☐ Review and Comment ☐ ______
☐ BID DUE ______

REMARKS: CC: L.W. Hembree Company, 1441 SE 82nd Ave., Portland, OR 97216
United Pacific Insurance Co., Fidelity & Surety Dept., P.O. Box 1216
Tacoma, WA 98401

COPY TO: See Remarks

SIGNED: J E Stumpf
Off. Mgr.

RELEASE OF CLAIM

THIS IS TO CERTIFY that certain claim for the sum of Five Thousand, Fifty-Nine dollars and costs and attorney's fees against L.W. Hembree Company contractor and United Pacific Ins. Co. surety, on contract for improvement of Sign Route No. ____, Section ________ Mt. Hood Hwy & SE Hogan Rd. & Burnside Rd (Gresham) Contract No. 9194 heretofore filed by the undersigned in the office of the Secretary of Transportation at Olympia, Washington, is fully paid, satisfied and discharged, that any and all persons, including the State of Washington, its officers and agents and the contractor and surety in question, are relieved from all liability for payment of the same; and that the said state, its officers and agents are hereby authorized and requested to cancel the said original of such claim as so filed.

Dated Jan. 7, 1982

SAFETY SIGNAL SYSTEMS, INC. Claimant.

By Bruce R. Culver President

Address 7002 220th SW
Mountlake Terrace, WA 98043

STATE OF WASHINGTON)
)
)
County of Snohomish)

This is to certify that on this 7th day of January A.D., 1982, before me the undersigned notary public duly commissioned and sworn, personally appeared Bruce R. Culver, President of Safety Signal Systems, Inc. to me known to be the individual described in and who executed the foregoing instrument, and acknowledged to me that he signed the same as his free and voluntary act and deed, or the free and voluntary act and deed of the firm whom he represents, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the day and year in this certificate above written.

Jeanette E. Stumpf
Notary Public in and for the State of Washington, residing at Lynnwood, WA

DOT FORM 134-036
REVISED 9/77

BRICKER, ZAKOVICS & QUERIN, P.C.
ATTORNEYS AT LAW
1200 WILCOX BUILDING
506 S.W. SIXTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE 226-1151 (AC 503)

MONTE BRICKER
ZIG I. ZAKOVICS
DOUGLAS S. QUERIN
THOMAS M. SCHNEIGER
DAVID R. BANGSUND
STEPHEN C. THOMPSON
CREIGHTON C. SKAU

COUNSEL
WILLIAM E. TASSOCK, P.C.

CARLTON R. REITER (1920-19

January 12, 1982

Mr. Roy T. Heinz
Resident Engineer
Department of Transportation
State Highway Division
3700 S.E. 92nd Avenue
Portland, OR 97266

Re: Mt. Hood Highway at SE Hogan Rd. & Burnside Rd. (Gresham)
Mt. Hood Highway Contract: 9194

Dear Mr. Heinz:

This office has been retained by L.W. Hembree Co. to collect from you the $16,000+ still owing on the contract noted above. I understand that the major issue is money you have withheld for liquidated damages. It appears obvious from my review of the file that my client did everything it could in an attempt to obtain the material on time and that it attempted to candidly explain the matter with you.

Would you be kind enough to contact me so that we may discuss the matter with the hope of resolving it short of litigation.

Very truly yours,

BRICKER, ZAKOVICS & QUERIN, P.C.

Monte Bricker, ccf

Monte Bricker

MB:ecs

cc: L.W. Hembree Co.

RESIDENT ENGINEER
RECEIVED
JAN 13 1982
Noted ☐ ☐ ☐

L. W. HEMBREE CO.
ELECTRICAL CONTRACTORS
1441 S.E. 82ND AVE. • PORTLAND, OREGON 97216
PHONE: 777-4555 AREA CODE: 503

January 5, 1982

Department of Transportation
State Highway Division
3700 S.E. 92
Portland, Or 97266

[illegible] GINEER
RECEIVED
JAN 8 1982
Noted ☑ ☐ ☐ ☐

Attn: Roy Heinz, Project Manager
Re: Mt. Hood Hwy @ SE Hogan & Burnside Rds (Gresham)
Mt. Hood Highway Contract: 9194

Dear Sir:

All construction work has been completed on the above job and all required bills, forms and documents have been submitted to the best of my knowledge, and we guarantee our workmanship and materials for a period of one year from date of substancial completion.

Our records show you still owe us the following amounts. These need to be paid to clear up our account. The amounts billed were true and just expenses and we expect payment.

#9194 Main Contract (Our #900)		
Liquidated Damages	$11,100.00	
Amount unpaid on contract	76.98	
Retainage Due	3,600.00	
Force Account #1 (Our #955) Extra work done by Western Paving		
Balance Due	57.13	
Force Account #3 (Our #943) Conduit and foundation for terminal cab.		
Balance Due	714.27	
Force Account #4 (Our #974) Relocate opticom detector		
Balance Due	120.79	
Force Account #5 (Our #977) Stage II & III pavement stripping - sign		
Balance Due	386.19	
Force Account #6 (Our #990) Catch Basins		
Balance Due	299.43	
TOTAL BALANCE DUE		$16,354.79

Please help get these cleared up right away.

Sincerely,

Earlene Hembree
Earlene Hembree

QUALITY WORK MINIMUM COST

144

5673

Files

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 20 1981
NORMA PAULUS
SECRETARY OF STATE

November 19, 1981

IN REPLY REFER TO FILE NO.:
CON 5
#9194

RECEIVED
[illegible] 1981
NORMA PAULUS
SECRETARY OF STATE

General Electric Supply Company
a Division of General Electric Company
1924 4th Avenue South
Seattle, WA 98134

Attention: Lloyd C. Lorentzen
Credit Specialist

Gentlemen:

This will acknowledge your Notice of Claim dated November 11, 1981, in the amount of $11,100 for material furnished on Contract No. 9194.

The claim states this is in reference to the L. W. Hembree Company Contract No. 9194 for work on the Mt. Hood Highway at S.E. Hogan Road and Burnside Road in Gresham, Multnomah County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of the claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: L. W. Hembree Company
1441 S.E. 82nd Avenue
Portland, OR 97216

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

ID C
11-27-81 dmc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

#5661

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 12 1981
NORMA PAULUS
SECRETARY OF STATE

November 9, 1981

IN REPLY REFER TO
FILE NO

Safety Signal Systems, Inc.
7002 - 220th Street, S.W.
Mountlake Terrace, WA 98043

CCU 5
#9194

RECEIVED
NOV 12 1981
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge your Notice of Claim dated October 21, 1981, addressed to Roy T. Heinz, Resident Engineer, in the amount of $5,059 plus $600 for additional costs for traffic signal equipment furnished on Contract No. 9194.

The claim states this is in reference to Contract No. 9194 with L. W. Hembree Company for work on the Mt. Hood Highway at S. E. Hogan Road and Burnside Road in Gresham.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

Robert Cormsen

Robert W. Cormsen
COMMISSION SERVICES

js

cc: L. W. Hembree Company
1441 S.E. 32nd Avenue
Portland, OR 97216

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Roy T. Heinz

NOTED ON CARD
11-13-81 lmc

AFETY SIGNAL SYSTEMS, INC.
7002 - 220TH ST. S.W.
MOUNTLAKE TERRACE, WA 98043

(206) 775-1557 or 633-2159
Telex No. 32-9400

LETTER OF TRANSMITTAL

DATE Oct. 21, 1981
RE: OSDOT Contract #9194
Mt. Hood Hwy & SE Hogan Rd. & Burnside Rd.
Attached Lien
YOUR NO. OUR NO.

TO: Oregon State Dept. of Transportation
3700 S.E. 92nd Ave.
Portland, OR 97266

ATTENTION: Roy T. Heinz, Resident Engineer

GENTLEMEN:

WE ARE SENDING YOU ☒ ATTACHED ☐ UNDER SEPARATE COVER VIA ______ THE FOLLOWING

☐ Submittals ☐ Pole Drawings ☐ S.O. Request ☐ Plans ☐ Specifications ☐ Quotation
☐ Change Order
☒ Above referenced lien..

QTY	NO.	DESCRIPTION
		List: L.W. Hembree Co. Ed Hardt, Region Engr. 1 extra copy for bonding company

THESE ARE TRANSMITTED FOR: ☐ Approval ☐ Information ☐ Distribution ☐ Quote Preparation
☐ Order Processing ☐ Review and Comment ☐ ______

☐ BID DUE ______

REMARKS: Please send extra copy to bonding company, we do not have that information.

COPY TO: List
OR-302

SIGNED: E Stumpf

SAFETY SIGNAL SYSTEMS, INC.
7002 220th S. W.
MOUNTLAKE TERRACE, WA 98043
Phone: (206) 775-1557

Date: Oct. 21, 1981

TO:
Roy Heinz, Resident Engineer
3700 S.E. 92nd Ave.
Portland, OR 97266

NOTICE IS HEREBY GIVEN That the undersigned

Signal and Surveillance Systems Co.
dba Safety Signal Systems, Inc., has a claim in the sum
(claimant)

of Five Thousand, Fifty-Nine and 00/100 (5,059.00) dollars against

L.W. Hembree Company and against the bond
(contractor)

taken from ______________ for the work of
(surety)

Mt. Hood Hwy & S.E. Hogan Rd. & Burnside Rd. (Gresham)

(description of work for which bond was taken)

Contract No. 9194 Said claim is for Traffic Signal Equipment

(if for work or labor state nature thereof; if for material or supplies furnished state generally what material or supplies were furnished.)

In the event the above claim is not settled and paid without an action of the courts to enforce the same, in addition to above item, undersigned claims the sum of $500.00 dollars as an Attorneys fee, and the sum of $100.00 dollars to defray costs of said action.

Safety Signal Systems, Inc.

By ______________

Address 7002 220th SW
Mountlake Terrace, WA 98043

Subscribed and sworn to before me this 21st day of October, 1981

Jeanette E. Stumpf
Notary Public in and for the State of Washington, residing at
Lynnwood, Washington

Filed ______________

5653

files

L

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 21, 1981

IN REPLY REFER TO
FILE NO.:
CON 5
#9194

FILED
OCT 23 1981
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
OCT 23 1981
NORMA PAULUS
SECRETARY OF STATE

Western Pacific Paving & Construction Co
a division of Riedel International, Inc.
3510 S.W. Bond Avenue
Portland, OR 97201

Attention: Rich Polski
Credit Manager

Gentlemen:

This will acknowledge receipt of your letter of October 15 with attached Notice of Bond Claim against L. W. Hembree Company in the amount of $38,646.44 for labor and material.

The claim states this is in reference to the L. W. Hembree Company Contract No. 9194 for work on Mt. Hood Highway at S. E. Hogan Road and Burnside Road in Gresham.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

cc: L. W. Hembree Company
1441 S.E. 82nd Avenue
Portland, OR 97216

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

RECEIVED
OCT 27 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
11-6-81 dwc

"Imagineering a better world"

W ESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S W. Bond Avenue
Portland, Oregon 97201
(503) 222-4210

October 15, 1981

Oregon State Transportation Dept.
122 Transportation Bldg.
Salem, Oregon 97310

Re: Riedel International, Inc.
Western Pacific Paving & Construction Co., a division

L. W. Hembree Co.
Bond No.: U350163

Gentlemen:

Enclosed is a formal notice of bond claim against the bond of L. W. Hembree Co. in the above matter for filing.

Very truly yours,

WESTERN PACIFIC PAVING & CONSTRUCTION CO.
(a division of Riedel International, Inc.)

Rick Polski

Rich Polski
Credit Manager

RP/sc

Enc.

CERTIFIED
P08 4400818
MAIL

RECEIVED
OCT 19 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Helping Build the West . . . and Beyond"

ENVIRONMENTAL EMERGENCY SERVICES. CO
WILLAMETTE WESTERN CO
WILLAMETTE TUG & BARGE CO
WESTERN MARINE BRAZIL
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO
WESTERN-PACIFIC DREDGING CO
WESTERN PACIFIC DRILLING CO
WESTERN PACIFIC ERECTORS CO
WESTERN PACIFIC FOUNDATIONS CO
WESTERN PACIFIC MARINE SERVICES CO.
WESTERN TUG & BARGE CO
WORLD SECURITY SERVICES CO

"Imagineering a better world"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201
(503) 222-4210

NOTICE OF BOND CLAIM

(Pursuant to ORS Chapter 279)

The undersigned submits the following claim against bond of contractor:

TO: Oregon State Transportation Department
122 Transportation Bldg.
Salem, Oregon 97310

RE: L. W. Hembree
Bond Number: U350163
Job Number: 9194
Job Name: Mt. Hood Highway at S.E. Hogan & S.E. Burnside

Notice is hereby given that the undersigned, Riedel International, Inc., dba Western Pacific Paving & Construction Co., has a claim for delivery and sale of materials, labor and equipment used in the street improvement in the sum of $38,646.44 against the bond taken from L. W. Hembree Co. and United Pacific Insurance Co. for the work of Mt. Hood Highway at S.E. Hogan and S.E. Burnside, said improvements being in the City of Gresham, Multnomah County, State of Oregon.

RIEDEL INTERNATIONAL, INC.
(Western Pacific Paving and
Construction Co., a division)

By: Rich Polski
Rich Polski, Credit Manager

Date: 10-15-81

RECEIVED
OCT 19 1981
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Helping Build the West . . . and Beyond"

ENVIRONMENTAL EMERGENCY SERVICES CO
WILLAMETTE WESTERN CO.
WILLAMETTE TUG & BARGE CO
WESTERN MARINE BRAZIL
WESTERN PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN PACIFIC DREDGING CO.
WESTERN PACIFIC DRILLING CO
WESTERN PACIFIC ERECTORS CO
WESTERN PACIFIC FOUNDATIONS CO
WESTERN PACIFIC MARINE SERVICES CO.
WESTERN TUG & BARGE CO
WORLD SECURITY SERVICES CO

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: R. T. Heinz
Resident Engineer

DATE: October 13, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Installation
Mt. Hood Highway at S.E. Hogan Road and Burnside Road (Gresham)
Mt. Hood Highway
Multnomah County
Contract No. 9194

Thank you for the opportunity to review your Narrative Report on the subject project.

Your comment concerning the delay in signal pole delivery is of special interest to us. Since this contract was awarded, standard signal pole drawings from three pole manufacturers have been approved. We hope that the use of pre-approved drawings for standard poles will help to reduce the overall lead time required.

Please continue to keep us informed of conditions which you encounter in the field. Such comments as you made on this project are very useful to us.

George
L. E. George
Traffic Engineer

AA:ds

RESIDENT ENGINEER
RECEIVED
OCT 15 1981
Noted ☐ ☐ ☐ ☐

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Mt. Hood Hwy @ SE Hogan & Burnside Rd (Gresham)

WEEK ENDING: 10-10-81

SECTION PREFIX: 26-1013

HIGHWAY: Mt. Hood

COUNTY: Multnomah

NAME OF JOB: Mt. Hood Hwy @ SE Hogan & Burnside Rds

KIND OF WORK: Grading, Paving & Traffic Signals

CONTRACTOR: L. W. Hembree Company

CONTRACT NUMBER: 9194

FEDERAL AID PROJECT NUMBER: HES-24(19), HES-24(20)

DATE OF CONTRACT: Sept. 19,1980

DATE WORK STARTED: Oct. 15,1980

COMPLETION DATE: July 1,1981

AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 274

SPECIFIED COMPLETION DATE: -

PERCENT OF TIME ELAPSED: 137

PROJECT AUTHORIZATION: $ 178,494

EXCLUSIVE OF ENGINEERING: $ 164,399

ENGINEERING AUTHORIZATION: $ 14,154

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 158,645

ENGINEERING COST TO DATE: $ 22,950

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT UNDERRUN: 4 %

PERCENT OF AUTHORIZATION: 162 %

DATE PROJECT WAS COMPLETED: 7-1-81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD	Signals	
-	-	100	-	100	-	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	N/A				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	N/A							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	4	Cloudy	0	0	
MONDAY	5	Rain	0	0	
TUESDAY	6	Rain	0	0	
WEDNESDAY	7	Showers	0	0	
THURSDAY	8	Showers	0	0	
FRIDAY	9	Showers	0	0	
SATURDAY	10	-	0	0	

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Oct 4	No activity this week.
MONDAY Oct 5	
TUESDAY Oct 6	
WEDNESDAY Oct 7	
THURSDAY Oct 8	
FRIDAY Oct 9	
SATURDAY Oct 10	

REMARKS

Summary: No activity this week. Semi final estimate submitted to Region Monday. Final weekly report.

SIGNED for Roy T. Heinz, Res. Eng'r. LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

RECEIVED
STATE HWY ENGR.
IN REPLY REFER TO
FILE NO
OCT 9'81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

October 8, 1981

CON 5 #9194

Mrs. Sharon Steen
Office of the Governor
State Capitol
Salem, OR 97310

Re: L. W. Hembree Inquiry
Contract No. 9194

Dear Mrs. Steen:

The L. W. Hembree Company submitted a bid in September, 1980 to the Oregon Transportation Commission to perform certain grading, paving and traffic signal installation work on the Mt. Hood Highway at S.E. Hogan Road and Burnside Road. A contract to perform this work was awarded to the L. W. Hembree Company on September 19, 1980. In executing this contract, the L. W. Hembree agreed to furnish all equipment and materials and to complete the prescribed work within a 200 calendar day time period. The contract document defines and describes the liquidated damages that apply to this contract and also the provisions and requirements under which additional contract time may be allowed or granted. Copies of these contract provisions are enclosed for your information.

In July, 1981, the L. W. Hembree Company submitted a request for additional contract time on this project. A copy of their request and our response is enclosed. Their request was not exactly clear but it appeared that the delays claimed were those of the contractor or his material supplier. The timely acquisition of materials for a construction project is a vital part of performing a contract within the time specified and is part of the bid price for the work. Hence, in order to preserve a competitive bidding process on public contracts, simple late delivery of materials is not a valid reason for additional contract time. This is not only clearly stated in our contracts but also reflects our uniform application of contract compliance requirements for all ODOT contracts. The L. W. Hembree Company has contracted for and performed work for us in the past and is well aware of the contract specifications and that they mean what they say - nothing more, nothing less.

I suggest that you advise Mr. Hembree that we will give careful consideration to any request for additional contract time and will grant additional contract time for delays that meet the contract requirements.

Sincerely,

O. B. Jackmond
Contract Administration Engineer

For

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr
Enclosures
cc: H. S. Coulter (w/att.)
Ed Hardt "
Roy T. Heinz "

Form 734-3123

RECEIVED
SEP 23 1981
CONSTRUCTION BRANCH
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STATE OF OREGON
OFFICE OF THE GOVERNOR

OMBUDSMAN INFORMATION SHEET

STATE CAPITOL
SALEM, OREGON, 97310

Contract #
~~CASE NO.~~ 5 #9194

AGENCY Transportation
DATE OF INQUIRY 9/22/81
TAKEN BY Sharon Stern
ASSIGNED TO C.J. Keasey
NAME OF INQUIRER L.W. Hembree
☒ WRITTEN ☐ PHONE CALL
ADDRESS 1441 S.E. 82nd
☐ VISIT
CITY Portland, Oregon
PHONE
RESIDENCE
BUSINESS 7774555

☒ COMPLAINT ☐ SERVICE ☐ NO JURISDICTION
☐ INFORMATION ☐ REFERRED ☐ NO JURISDICTION BUT ASSISTANCE PROVIDED

SUBSTANCE OF INQUIRY OR COMPLAINT

See note from Mr. Hembree – (attached)

He telephoned to let us know his problem and ask our assistance. He has indicated that he has been attempting to obtain an extension since December. Please look into this matter and let me know.

☐ INVESTIGATE & ACKNOWLEDGE STATING OMBUDSMAN REFERRED INQUIRY TO YOU. SEND COPY TO THIS OFFICE.

☐ DRAFT REPLY SUITABLE FOR OMBUDSMAN'S SIGNATURE.

☒ INVESTIGATE & FURNISH THIS OFFICE WITH NECESSARY INFORMATION TO RESPOND TO INQUIRY.

☐ FOR YOUR INFORMATION.

COMMENTS & RECOMMENDATIONS

to

Office of the Governor
Sharon Steen
Governor's Assistant
Deputy Citizens' Representative

W. HEMBREE CO.
Electrical Construction
1441 S. E. 82nd
PORTLAND, OR 97216
777-4555

9/8/81 Con 5 #9194 Powell- hogan & burnside

Thanks for listening to my tale of woe. Enclosed is a copy of the letter we discussed.

We've stacks of paper work showing that we worked dilligently on the job thru/rain sleet or whatever, but could not proceed with out poles that we had no control over.

Any help would be greatly appreciated. (in dismissing the'penalty') called liquid damages

L W Hembree

PERSON ADDRESSED RETURNS THIS COPY TO SENDER

94

L.

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

August 5, 1981

CON 5 #9194

L. W. Hembree Company
1441 S.E. 82nd Avenue
Portland, OR 97216

Re: Time Extension Request
Mt. Hood Highway @ S.E. Hogan Rd. &
Burnside Rd.
Contract No. 9194

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully considered. Additional contract time is covered by Section 108.09 of the contract Standard Specifications. The reasons for delay stated in your request included late or slow drawing submittals, misfiling of drawings, late delivery of poles, damage to poles at plant, omissions of materials in delivery, and coordination of materials for two jobs.

Under the terms of our contract, the contractor is responsible to provide the labor, equipment and materials necessary to complete the project within the time specified. Adjustments in contract time are made only for those "bona fide reasons" that are beyond the contractor's control. The reasons for delay stated in your request are not "bona fide reasons" for additional contract time and your request must therefore be denied.

Should you wish to submit additional data for consideration, or if you desire a more detailed review of this matter, please contact Resident Engineer Roy T. Heinz.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
Roy T. Heinz "

2

RECEIVED
STATE HWY ENGR
AUG 6 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: July 31, 1981

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: MT. HOOD HWY @ SE HOGAN RD. &
BURNSIDE ROAD (GRESHAM)
Contract No. 9194
Time Extension Request

Attached is the contractor's request for time extension, with his chronological "recap" of telephone calls, letters, etc., that point out his efforts to obtain prompt delivery of the poles.

The contract was awarded on September 19, 1980, day count began on October 1, 1980, the first notification was written October 15, 1980, and the contract time at 200 calendar days ended on July 2, 1981, for a 74 calendar day overrun.

Bud Heinz outlines the contractor's work record and activities in his letter, and recommends the time extension be denied. The moving of the curb radii and the excavation and paving on Hogan Road are part of the work to be done under the contract, and not something we added. I agree with Heinz' recommendation. There are no reasons listed or referred to in the contractor's letter that would qualify for time extension, according to our Standard Specifications.

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RECEIVED
AUG 3 1981
CONSTRUCTION BRANCH
CM
CA

8-5-81

MC/gw
Attachment
cc Bud Heinz

CTK -

I agree with Region & Resident and recommend that this request be denied.

FORM 81-736-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Portland, OR
July 28, 1981

Roy T. Heinz

FROM: Roy T. Heinz, Res. Eng'r

SUBJECT: Mt. Hood Hwy @ SE Hogan & Burnside Rd (Gresham)
Mt. Hood Hwy
Contract: 9194

TO: E. L. Hardt
Region Engineer
Office

Attention: M. A. Craft

GE RE RME RUE BE
TE RECEIVED RSM
UE [illegible] 1981 RSC
SO REGION I RBI
TO

Enclosed are the contractor's request for adjustment of contract time, a copy of his letter of transmittal, a copy of his job "recap", a copy of a previous time extension request and a copy of my reply. On file in this office are copies of his letters to suppliers and work and weather charts which, in my opinion, are of little value. Our records show that the poles were delivered on 4-6-81, the average work force on the project from 4-6-81 thru 4-26-81 was one electrician. Three men worked from 4-27 thru 5-2-81, when contract time expired.

One of the major causes for the over-run of time was due to the moving of curb radii and the excavation and paving of Hogan Road which in turn held up the loop installations in that area. We suggested early-on that temporary poles (two) be set in this area to maintain the existing signal, thereby allowing the removal of the two existing strain poles and subsequently the repositioning of the curb radii and completion of Hogan Road as weather permitted. I also alluded to this in my letter dated 11-18-81, answering their informal request for a 30 day time extension. Hembree, however, contended that they could not do this work until their poles were delivered as they did not want to set temporary poles. Curb removal at Hogan Road did not start until 5-29-81. The move-back of two curb radii and the removal of pavement and repaving of 300'± of roadbed took until 6-25-81. Loops were then sawed and installed bringing us to 7-1-81 when contract was considered complete.

I recommend that no time extension be granted due to poor work planning and the small work force employed even after time had expired.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

OREGON DEPARTMENT OF TRANSPORTATION,
HIGHWAY DIVISION, ex rel, GENERAL
ELECTRIC SUPPLY COMPANY, a division
of GENERAL ELECTRIC COMPANY, a
a foreign corporation,

Plaintiff,

v.

L. W. HEMBREE COMPANY, an Oregon
corporation, and UNITED PACIFIC
INSURANCE COMPANY, a foreign
corporation,

Defendant.

and

L. W. HEMBREE COMPANY, an Oregon
corporation, and UNITED PACIFIC
INSURANCE COMPANY, a foreign
corporation,

Third Party Plaintiffs,

v.

OREGON DEPARTMENT OF TRANSPORTATION,
HIGHWAY DIVISION,

Third Party Defendant.

No. A8208-05127

PRE-HEARING
STATEMENT OF PROOF

Defendants/Third-Party Plaintiffs proof at hearing will be:

1. Witnesses:

   a. Margaret J. Meinzer
      1441 S.E. 82nd
      Portland, OR 97216

. . .

b. Randy Sneesby
Ameron Pole Products

c. Roy T. Heinz
Resident Engineer
Department of Transportation
State Highway Division
3700 S.E. 92nd Avenue
Portland, OR

d. R. R. Cameron
Department of Transportation
State Highway Division
3700 S.E. 92nd Avenue
Portland, OR

e. Wayne and Earlene Hembree
1441 S.E. 82nd
Portland, OR 97216

2. Exhibits:

a. Oregon State Highway Division
Contract No. 9194

b. Standards Specifications for
Highway Construction
State Highway Division, Oregon (1974 ed.)

(These above-described documents are lengthy and will be submitted at the time of arbitration.)

c. L. W. Hembree Company purchase order to General Electric Supply

d. L. W. Hembree Company's Contractor's Request for Adjustment of Contract Time, Form No. 734-3320, and attached summary of progress

e. Graph depicting men hours and weather conditions at job site

f. Oregon State Highway Division Materials Section Laboratory Record

BRICKER, ZAKOVICS & QUERIN, P.C.

By: ______________________________
Stephen C. Thompson
Of Attorneys for Defendant/Third-Party Plaintiff

TO The supply 1441 S. E. 82ND AVE. — PORTLAND, OREGON 97216
(503) 777-4535
ADDRESS Bill Van Biggen

Date 7/19/80
Job NE Hood Hwy
Job No. 900
Cost Center

GENTLEMEN: PLEASE furnish the following as instructed below and according to the Terms and Conditions specified on this order.

	QUANTITY	ITEM NO. AND DESCRIPTION	UNIT PRICE		EXT. PRICE	
1	4	strain ~~+ Joint traffic~~ Poles				
2						
3	4	comb Traffic poles				
4						
5	2	Touch Service cabinet – including				
6	9	terminal cabinets				
7						
8	4	400w Metal halide Luminaires ←				
9	4	400w Metal halide lamps				
10	1	cat # 46788 transformer base	182	00		
11		w-anchor bolts				
12		as Per plans & specs				
13						
14		subject to award of contract				
15						
16		Ship anchor bolts & templates				
17		soon as possible				
18		#306816 10/31/80 12/16 182.00 110 ✓				
19		#310691 D 12/12 1/13 (2257.00 1225.00 ✓				
20		265798 1/16 664.00 ✓	19,991		00	
21		310961 4/16 15,735.00				
		28,173.00 TOTAL	20173	00		

A. DELIVERY REQUIREMENTS
1. ☐ SHIP ENTIRE LOT ONE ORDER
☐ OTHER
2. SHIP TO ARRIVE ON OR ABOUT

B. TERMS
1. CASH DISC.
2. OTHER

C. F.O.B.

D. SHIPPING INSTRUCTIONS
1. MARK SHIPPING TAGS AS FOLLOWS: TO JOB Site
2. SHIP VIA

E. SPECIAL CONDITION
1. 6 COPIES OF SHOP DRAWINGS OR CUTS.
2. INDICATE ORDER NO. ON ALL INVOICES, PACKING SLIPS AND SHIPPING CARTONS.
3. ACKNOWLEDGE ENTIRE ORDER IN WRITING.
4. FORWARD COPIES OF ALL BILLS OF LADING TO PORTLAND OFFICE.
5. OTHER

THIS ORDER SUBJECT TO APPROVAL OF MATERIAL BY ARCHITECT OR ENGINEER (IF ANY). NO SUBSTITUTES OR CHANGES OF MATERIALS OR WORK IS TO BE MADE WITHOUT EXPRESS PERMISSION OF L. W. HEMBREE CO. CANCELLATION: BUYER RESERVES THE RIGHT TO CANCEL ALL OR ANY PART OF THE UNDELIVERED PORTION IF SELLER DOES NOT MAKE DELIVERIES AS SPECIFIED, TIME BEING OF THE ESSENCE OF THIS CONTRACT, OR IF SELLER BREACHES ANY OF THE TERMS HEREOF INCLUDING, WITHOUT LIMITATION, THE WARRANTIES OF SELLER. THIS ORDER IS SUBJECT TO CANCELLATION WITHOUT NOTICE IF CONDITIONS OF THIS ORDER ARE NOT MET. FREIGHT AND TAXES (IF ANY) ARE TO BE PREPAID TO DESTINATION NOTED. FREIGHT REIMBURSED FOR REFURBISHING OR RESTORING. THIS ORDER NOT VALID UNTIL SIGNED BY BOTH PARTIES, AND SUBJECT TO CONDITONS ON THE REVERSE SIDE.

RENDER INVOICES IN DUPLICATE SHOWING ORDER NO.

FILE COPY

ORDER ACCEPTED

Signed by Ed Ray
L. W. HEMBREE CO.

CONDITIONS OF PURCHASE

1. Seller must render separate invoices on each purchase order and on each partial shipment made against any order. Seller must consolidate on a single invoice shipments applying on different orders.

2. Purchaser's order as set forth on the reverse side hereof, subject to these conditions of purchase and Seller's acceptance thereof is our complete contract and is made without any extrinsic conditions or agreements, written or oral. No waiver of, or change in the terms of this purchase order shall be effective unless Purchaser agrees in writing thereto.

3. If this purchase order refers to plans, specifications or other contract documents, Seller's acceptance of this order acknowledges Seller's familiarity with and knowledge of said plans; specifications or other contract documents, and Seller's agreement to supply materials in accordance therewith.

4. Seller's acceptance of this order must be of the whole thereof, and acceptance of any part shall be deemed to be acceptance of the whole.

5. Seller has no authority to complete this purchase order at a higher price than herein set forth without first obtaining Purchaser's written consent to do so. If no price is set forth on this order, it is agreed that Seller's price shall be lowest prevailing market price at the time of shipment.

Seller agrees to defend and indemnify Purchaser, its subsidiaries and customers against all liability or loss arising out of or incident to the actual or alledged infringement of any patent, trademark or copyright by use or sale of the articles or materials specified in this purchase order.

7. Seller agrees to decrease prices to reflect any market price decline occurring on or before actual date of receipt of materials by Purchaser.

8. Seller has no right to assign this purchase order either in whole or in part, without purchaser's written permission first had and obtained. Any monies due hereunder, at Purchaser's option, may be applied against sums owed by Seller to Purchaser.

9. In the event Purchaser no longer requires the materials ordered hereunder, Purchaser may terminate this order in whole or in part by giving twenty-four (24) hours written or telegraphic notice thereafter to the Seller. In that event, Seller's sole remedy shall be to recover Seller's cost and commitments properly incurred or made prior to receipt of said cancellation less allowance for salvage value.

10. Seller will allow a cash discount, which will be calculated from date of receipt of an acceptance invoice by Purchaser. Invoices not showing cash discount terms will be subject to usual discount for the type of material ordered hereunder.

11. For purposes of invoicing and billing, the 25th day of the month sh be deemed the close of the month and all materials received after th date shall be considered as being received the following month, witho loss of cash discount.

12. The Seller hereby warrants and guarantees that the materials suppli hereunder are and shall remain free from defects in material and wor manship for a period of one (1) year from the date of contract acce tance of the work for which materials supplied hereunder were us and agrees to replace any part or parts thereof which fail through defe in material or workmanship during said period and to bear all cos incident thereto. Furthermore, Seller agrees, by making deliveries materials hereunder, to indemnify Purchaser against and to hold it har less for any, and all loss and liability for damages arising out of defec in materials or workmanship, whether for injury to, or death of perso or damage to or loss of property, due to, or arising out of, or in a way connected with Purchaser's use of said materials sold and deliver hereunder.

13. No sale takes place hereunder, nor does title to the materials order hereunder pass to Purchaser until and unless the materials order hereunder or received by Purchaser, at its warehouse or other des nated destination point.

14. Any provision of this purchase order which is prohibited by the laws any state shall, as to said state, be ineffective only to the extent of su prohibition without invalidating the remaining provisions of th contract.

15. The Seller's timely performance on or before the "Date Required" o the reverse side hereof is essential, and therefore, time in the Seller performance is of the essence of this purchase order.

16. Seller agrees to reimburse Purchaser reasonable attorney fees and/ any other costs incurred by Purchaser due to Seller's inability and/ refusal to consummate all terms and conditions of this purchase order.

17. All terms and conditions of this purchase order are accepted by Sell should 15 days expire without Seller's written non-acceptance of sa purchase order.

18. In the event this material/services are being purchased for a third part Purchaser shall reimburse Seller, not before but within 15 days of recei of monies by Purchaser from the Third Party.

CONTRACTO REQUEST FOR ADJUSTMENT OF CO RACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date 7/22/ , 1981

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from 4/18/81 to 7/2/81, within which to complete Section Mt. Hood Highway @ S.E. Hogan Rd & Burnside R (Gresham) Contract No. 9194, without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

Please see attached :

7/21/81 L.W. Hembree Co. letter to Roy Heinz(Res. E
Dates and explanations of communications
Recap:
1/26/81-L.W. Hembree Co. letter to G.E. Supply
2/12/81-Ameron Pole Products letter to G.E. Supply
Labor chart for period 9/15/80 to 7/2/81.

Respectfully Submitted,

L.W. Hembree Co.
Contractor

By
L.W. Hembree

United Pacific Ins. Co.

CONSENT OF SURETY

Date July 22nd , 1981

We, United Pacific Insurance Company, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

Gloria Bruning
Attorney-in-fact
Gloria Bruning

Resident Agent
William P. Mansfield

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Approved:
Assistant State Highway Engineer

FORM 734-3320 (Rev 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER

UNITED PACIFIC INSURANCE COMPANY

HOME OFFICE, TACOMA, WASHINGTON

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, That the UNITED PACIFIC INSURANCE COMPANY, a corporation duly organized under the laws of the State of Washington, does hereby make, constitute and appoint

GLORIA BRUNING of PORTLAND, OREGON---------

its true and lawful Attorney-in-fact, to make execute, seal and deliver for and on its behalf, and as its act and deed

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP------

and to bind the UNITED PACIFIC INSURANCE COMPANY thereby as fully and to the same extent as if such bonds and undertakings and other writings obligatory in the nature thereof were signed by an Executive Officer of the UNITED PACIFIC INSURANCE COMPANY and sealed and attested by one other of such officers, and hereby ratifies and confirms all that its said Attorney(s)-in-fact may do in pursuance hereof.

This Power of Attorney is granted under and by authority of Section 37A of the By-Laws of UNITED PACIFIC INSURANCE COMPANY which provisions are now in full force and effect, reading as follows:

SECTION 37A – ATTORNEYS-IN-FACT

SECTION 1. The Board of Directors, the President, or any Vice-President or Assistant Vice-President shall have power and authority to: (a) appoint Attorneys-in-fact and to authorize them to execute on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and (b) to remove any such Attorney-in-fact at any time and revoke the power and authority given to him.

SECTION 2. Attorneys-in-fact shall have power and authority, subject to the terms and limitations of the power of attorney issued to them, to execute and deliver on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof. The corporate seal is not necessary for the validity of any bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof.

This power of attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of UNITED PACIFIC INSURANCE COMPANY at a meeting held on the 26th day of October, 1971, at which a quorum was present, and said Resolution has not been amended or repealed:

> "Resolved, that the signatures of such directors and officers and the seal of the Company may be affixed to any such power of attorney or any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached."

IN WITNESS WHEREOF, the UNITED PACIFIC INSURANCE COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereto affixed, this 9th day of April 1979.

UNITED PACIFIC INSURANCE COMPANY

Wm. J. Cotter
Vice-President

STATE OF Washington
COUNTY OF Pierce } ss.

On this 9th day of April, 1979, personally appeared WM. J. COTTER to me known to be the Vice-President of the UNITED PACIFIC INSURANCE COMPANY, and acknowledged that he executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that Section 37A, Section 1 and 2 of the By-Laws of said Company and the Resolution, set forth therein, are still in full force.

My Commission Expires:
June 12, 1982

Nancy Starnes
Notary Public in and for State of Washington
Residing at Tacoma

I, Gerald C. Lyon, Assistant Secretary of the UNITED PACIFIC INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney executed by said UNITED PACIFIC INSURANCE COMPANY, which is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company this 22nd day of July, 1981.

Gerald C. Lyon
Assistant Secretary

BDU-1431 ED.2-72

RE: OREGON STATE HIGHWAY DEPT., MT. HOOD HWY AT HOGAN RD. & BURNSIDE STS.
OUR JOB #900

RECAP

9/19/80 - LWH Co. wrote purchase order to GE Supply for poles.

10/8/80 - LWH Co. reminded GE we're waiting for cut sheets.

10/9/80 - Ameron received word from GE to order submittal drawings.

10/20/80 - " mailed out submittals. Also advised "14-16 weeks lead time after release of PO."

10/22/80 - LWH Co. sent submittals on to State.

10/24/80 - " " sent State revised work schedule changing pole delivery date to January 26 (original schedule was December 17.)

10/29/80 - LWH Co. returned rejected pole submittals to GE.

11/3/80 - Ameron received rejected submittals.

11/12/80 - Bill at GE told Margie he'd hand deliver resubmittals Fri. (11-14)

11/17/80 - LWH Co. received copy of resubmittals from GE with Ameron letter attached stating delivery 14-16 weeks after receipt of release.

11/24/80 - LWH Co. received resubmittal approvals from State.

11/25/80 - Ameron received word "approved as noted."

1/5/81 - Ameron advised GE they'd be shipping week of 3/23

3/27/81 - Poles damaged on loading at Ameron but will arrive 4/3/81.

4/8/81 - Poles arrived, missing 4 lumr. arms and 1 cup cap for 35' mastarm as noted at that time.

RE: OREGON STATE HIGHWAY DEPT., MT. HOOD HWY AT HO[illegible] RD. & BURNSIDE STS.
OUR JOB #900

9/19/80 - LWH Co. received notice of award acceptance from OSHD.

9/19/80 - " wrote purchase order #5221 to GE Supply for 4 poles, 4 terminal cabinets and 1 service cabinet.

9/30/80 - LWH Co. wrote letter to GE to confirm conversation "we will accept shipment of poles on one order for both jobs." (referring to #900 and #1000 TV Hwy. at 247th.)

10/1/80 - Official start of contract time; completion date 4/18/81 (200 calendar days).

10/8/80 - LWH Co. wrote letter to GE "Just a reminder we are waiting for cut sheets---"

10/14/80 - LWH Co. sent letter to State enclosing submittals (GE equipment not included.)

10/22/80 - LWH Co. received submittal notice from GE on poles with submittals "Ameron advises they will require 14-16 weeks lead time after release of P.O."

10/22/80 - LWH Co. sent letter to State sending submittals. "The lead time on the poles is 12-14 weeks after approvals."

10/24/80 - LWH Co. sent State revised work schedule changing pole delivery date to January 26 (original schedule was December 17.)

10/29/80 - LWH Co. sent letter to GE enclosing approved submittals and rejected mast arm poles. "Please resubmit as soon as possible as the delivery is critical.---Please contact the manufacturer and ask for a written statement as to why the delivery date went from 10-12 weeks to 12-14 weeks. This is creating a problem in our scheduling." Pencilled note says "phone conversation with Bill. I told him of charge back if we did not receive a time extension. Our time extension was denied.M"

11/12/80 - LWH Co. inter office memo from Margie M. to Gary & Ed "We are still waiting on our mast arm pole resubmittals from Ameron. Bill at GE tells me he will hand deliver them Friday. The strain poles for Hillsboro were released today and will be here 14-16 weeks (Feb. 25th) giving us 1 month for completion."

1/13/80 - LWH Co. note for file from Margie: "Spoke with Ann at GE today 2:10PM. She was asking about the return of the submittals for Job #900. I told (her) we had already sent them to her and then she found in the file where Bill had taken care of it. She wanted to know if she could release the poles for #1000. They had received the cuts back on the 3rd, hand delivered by Roland.

"I called Bill and asked him why they had not been released sooner. He told me he was acting on our directions that he could ship both jobs one order and since the poles on Job #900 were not approved, they were waiting for the re-submittal to be approved for release.

"I instructed him to seperate the jobs and get the poles here as fast as possible. Wayne approved this and they released today making Feb. 25 the estimated arrival date. This will give our men only 30 days to complete this job."

11/17/80 - LWH Co. received copy of resubmittal from GE with letter attached from Ameron stating they will need 14-16 weeks after receipt of release.

1/17/80 - LWH Co. sent letter to State enclosing submittals and copy of letter received from Ameron. "They state they will not begin manufacture nor release for shipment until after receipt of submittals approved or approved as noted. This is putting our arrival time on or around March 1, 1980. At this time we would like to request a time extension of 30 days because of this problem."

1/18/80 - LWH Co. received State letter denying time extension.

1/24/80 - LWH Co. received letter from State dated 11/24/81 submitting pole approvals.

/25/80 - GE release notice to Ameron (our copy received 12/1/81.)

21/81 - LWH letter to GE "Where are the poles originally promised Dec. (last year.)"

26/81 - LWH Co. letter to GE from Margie regarding late delivery of poles and liquidated damages which will have to be charged to them. (Letter attached.)

29/81 - LWH Co. received letter from State asking to have luminaire arm rotated per sketch.

/81 - LWH Co. letter to State "per our phone conversation regarding the poles, the factory is already in production. We will make no changes and keep them coming as fast as possible."

/81 - LWH Co. letter to Ameron "per our 2nd phone conversation, ship pol week of Feb. 10 to avoid job going into 'liquidated damages'. Make No Changes as verbally told me by Roy Heinz."

/81 - Wayne Hembree called Ameron and told them with the schedule they finally came to there was no way we could avoid liquidated damages and we'd have to back charge GE who would back charge them.

8/81 - LWH Co. received 2/17/81 letter from GE with Ameron 2/12 letter attached, saying "Hope it will aid you in obtaining an extension." (Copy attached.)

3/27/81 - LWH Co. inter office memo to Ed from Margie. "I received a phone call from the truck driver from Ameron. He will be at the site at 8:00 Monday (TV & 247). The Gresham poles were damaged in loading and will be here on the 3rd. I've contacted Bill Van Bagg about this and told him they'll be charged for our remobilization. I also contacted Hemco about the change."

4/8/81 - LWH Co. letter to GE "The poles have arrived. Missing 4 lumr. arm and 1 cup cap for a 35' mast arm. Please check on for us."

5/29/81 - LWH Co. letter to GE "The State is withholding funds on the above project and is assessing penalties (Liquidated damages) which at this time are unknown. These penalties are a direct result of the late pole deliveries, which we informed you of earlier.

"We will keep you appraised and as soon as this conflict is settled with the State, we will settle our just debts with you. At this writing we are vigorously protesting to the State their unjust actions against our mutual interest."

6/19/81 - Letter from GE "As we can offer nothing but sympathy for your conflict with the State of Oregon, we must take an unsympathetic stan and ask for payment .... some payment.

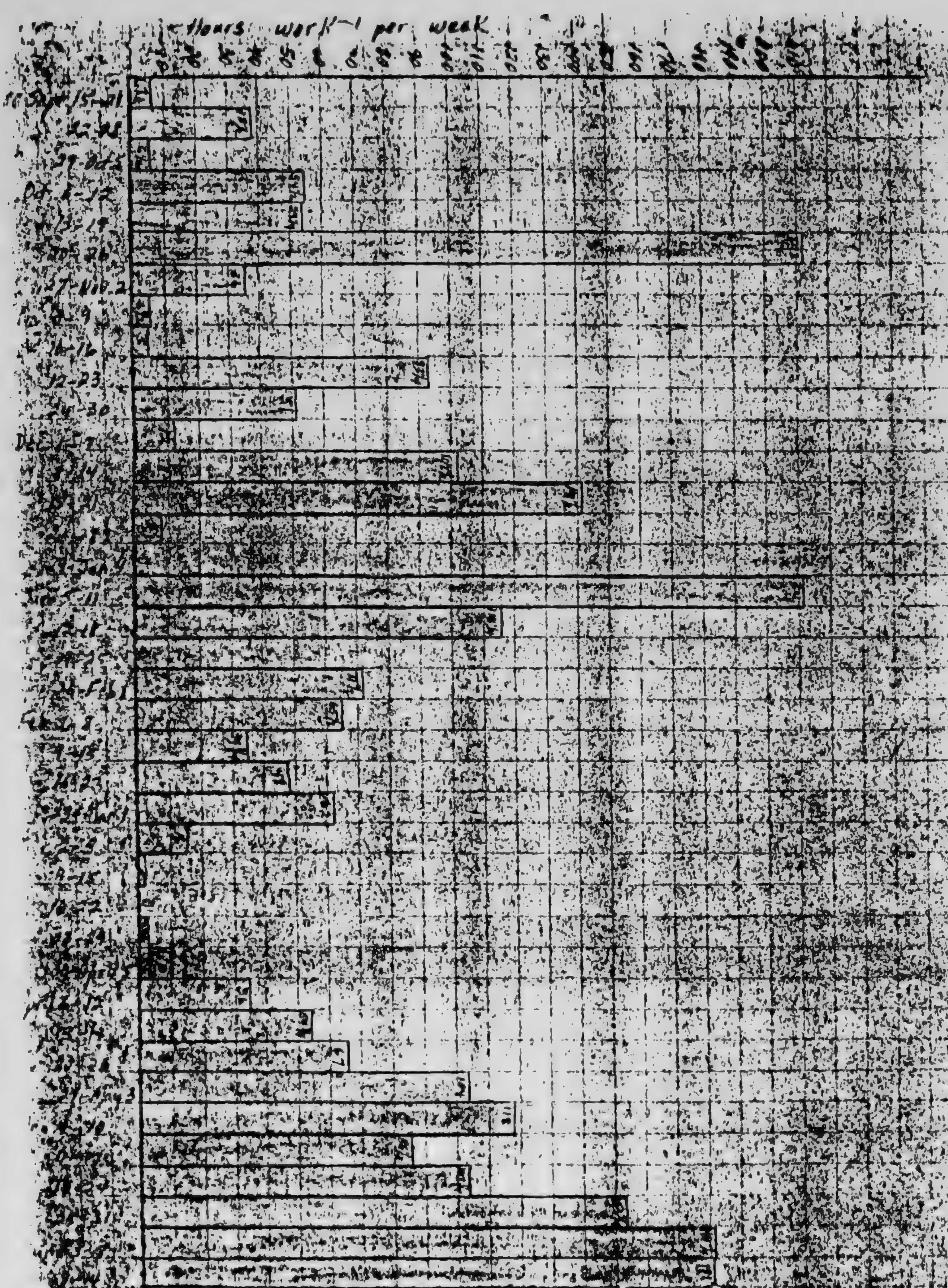
"Your original PO shows no due date and when we found out th due date we worked very hard to attempt to meet that schedule.

"A letter outlining the chronology of happenings was mailed to you in an attempt to aid you in obtaining an extension. You felt it was not sufficient and did not submit it to the State.

"Your response would be appreciated. Bill Van Baggen"

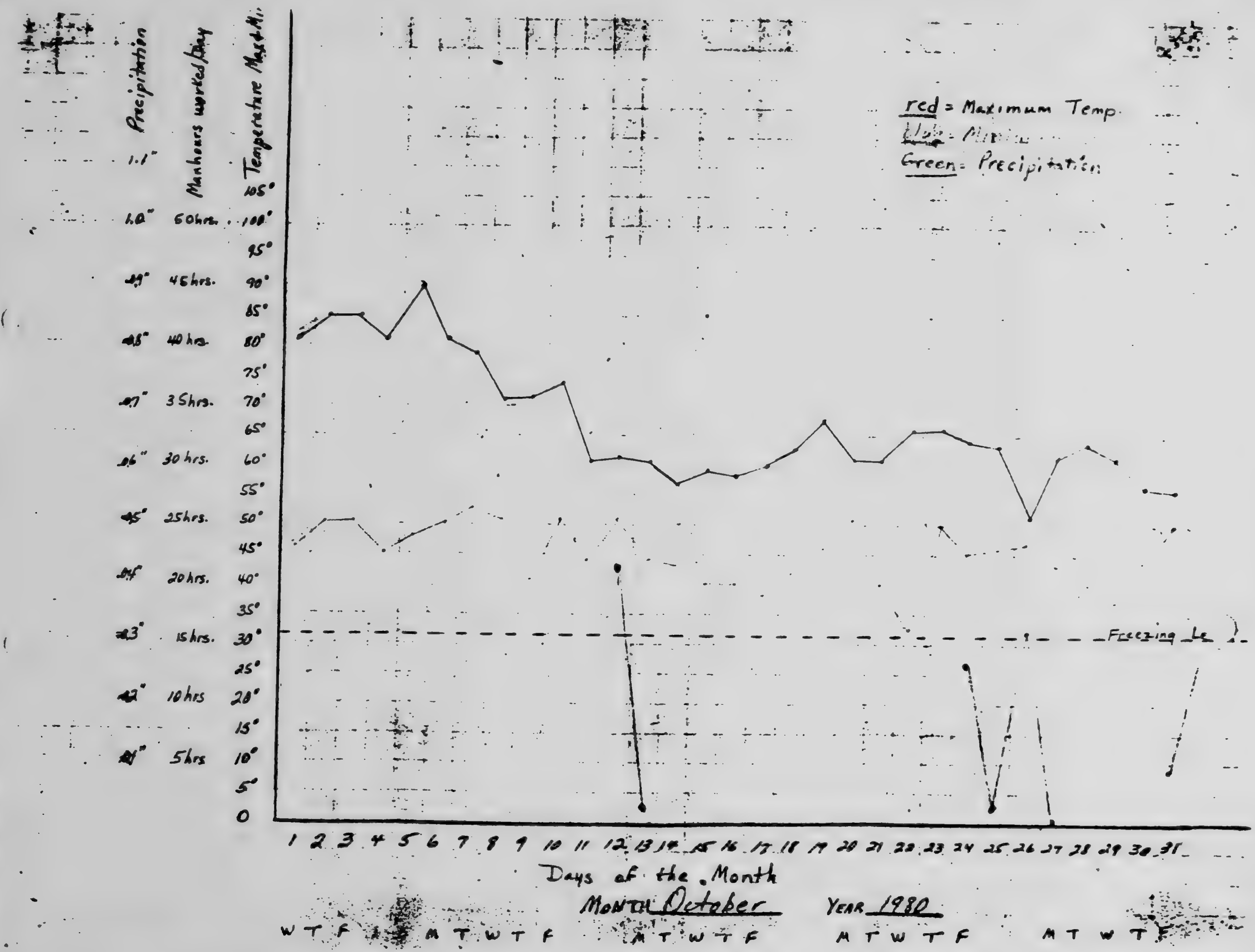
/22/81 - Wayne's response "We are continuing to get the State to concede that there should be no "liquidated damages". The outcome should be forthcoming but at this time they do not seem to be budging short of a lawsuit against them, which I am contemplating."

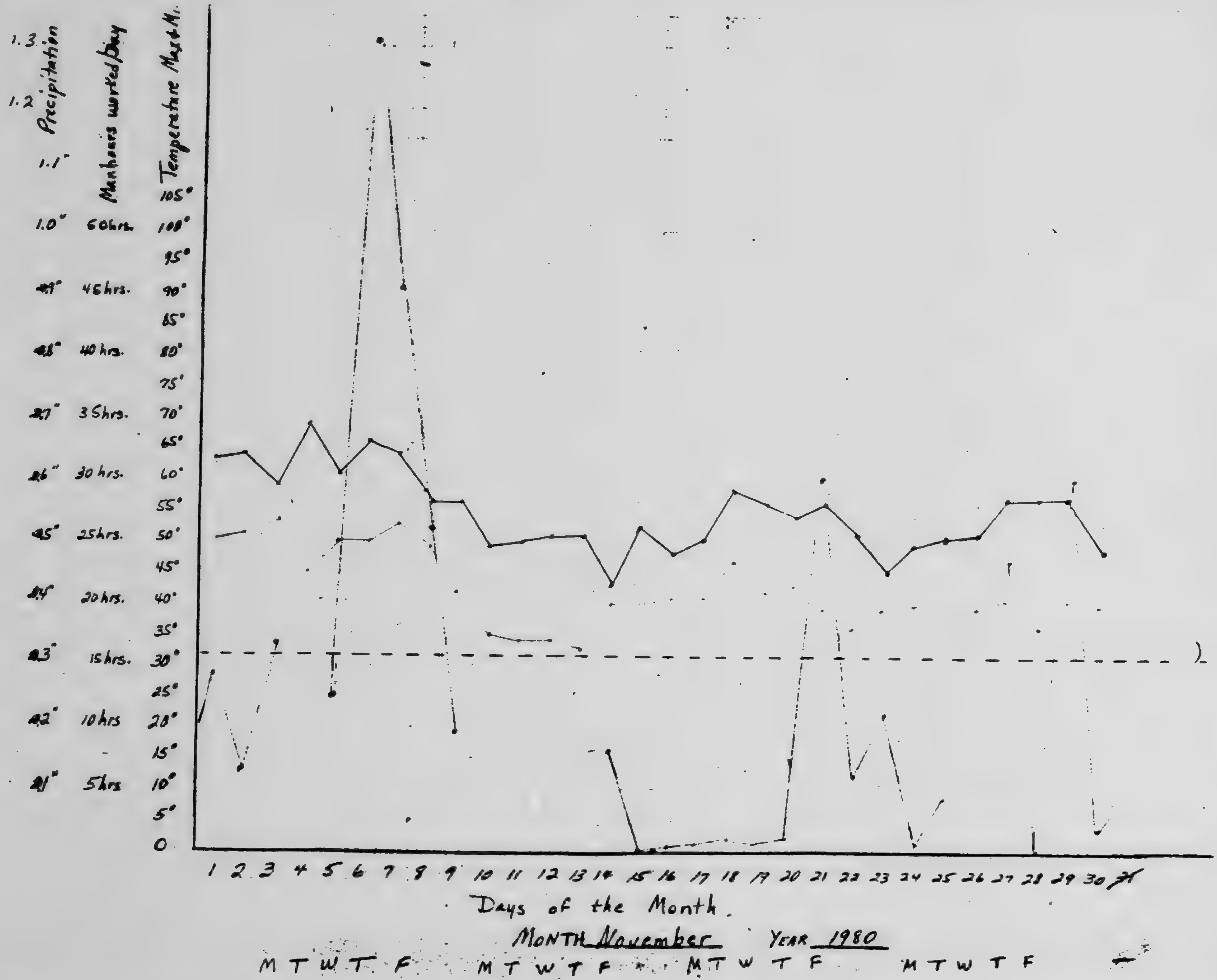
/22/81 - LWH Co. letter to State, Dwight Dillion "per your request please attached certificates on the poles for the above job.



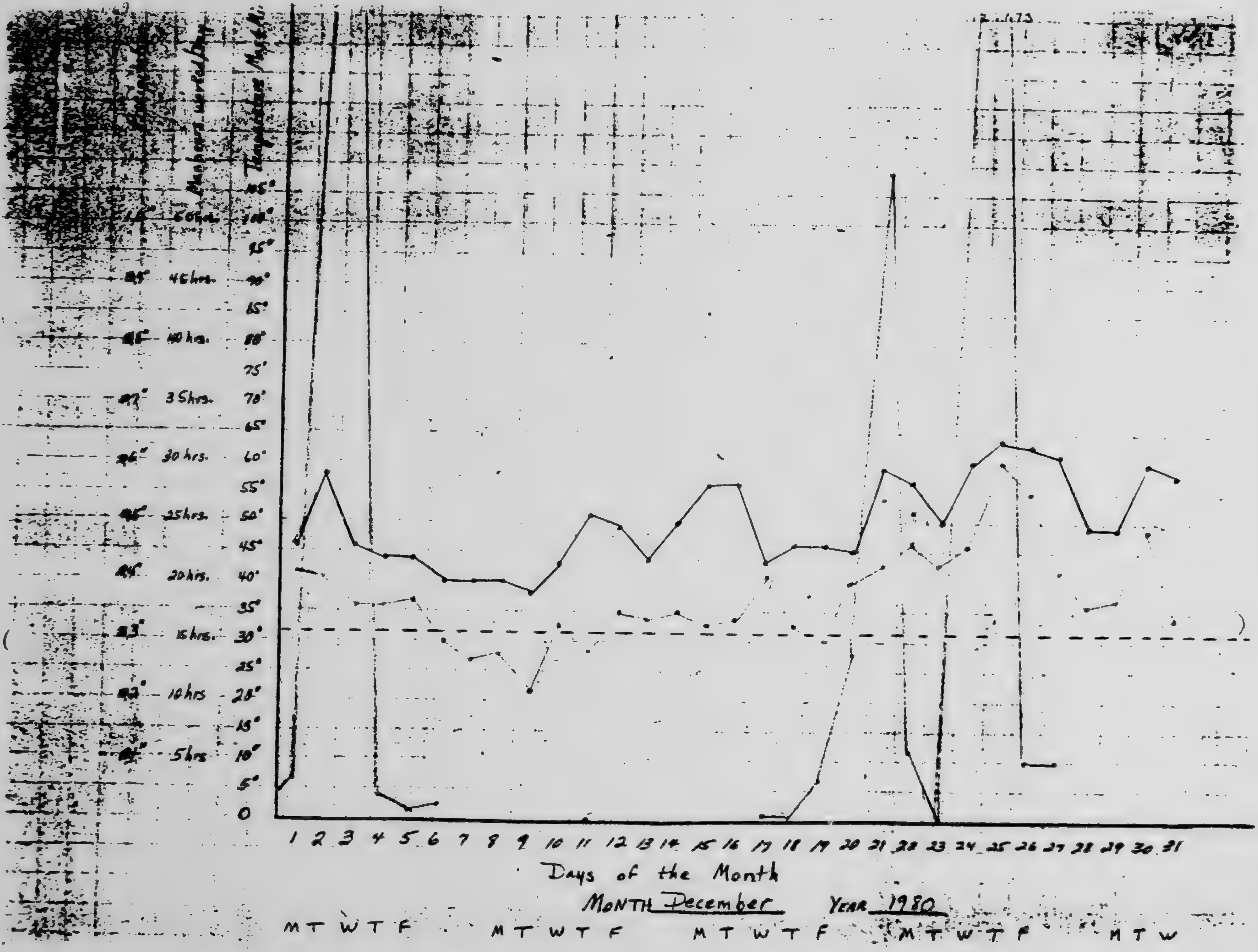
OSHD - Mt. Hood Hwy at Hogan Rd & Burnside #900

Total man hours worked per week

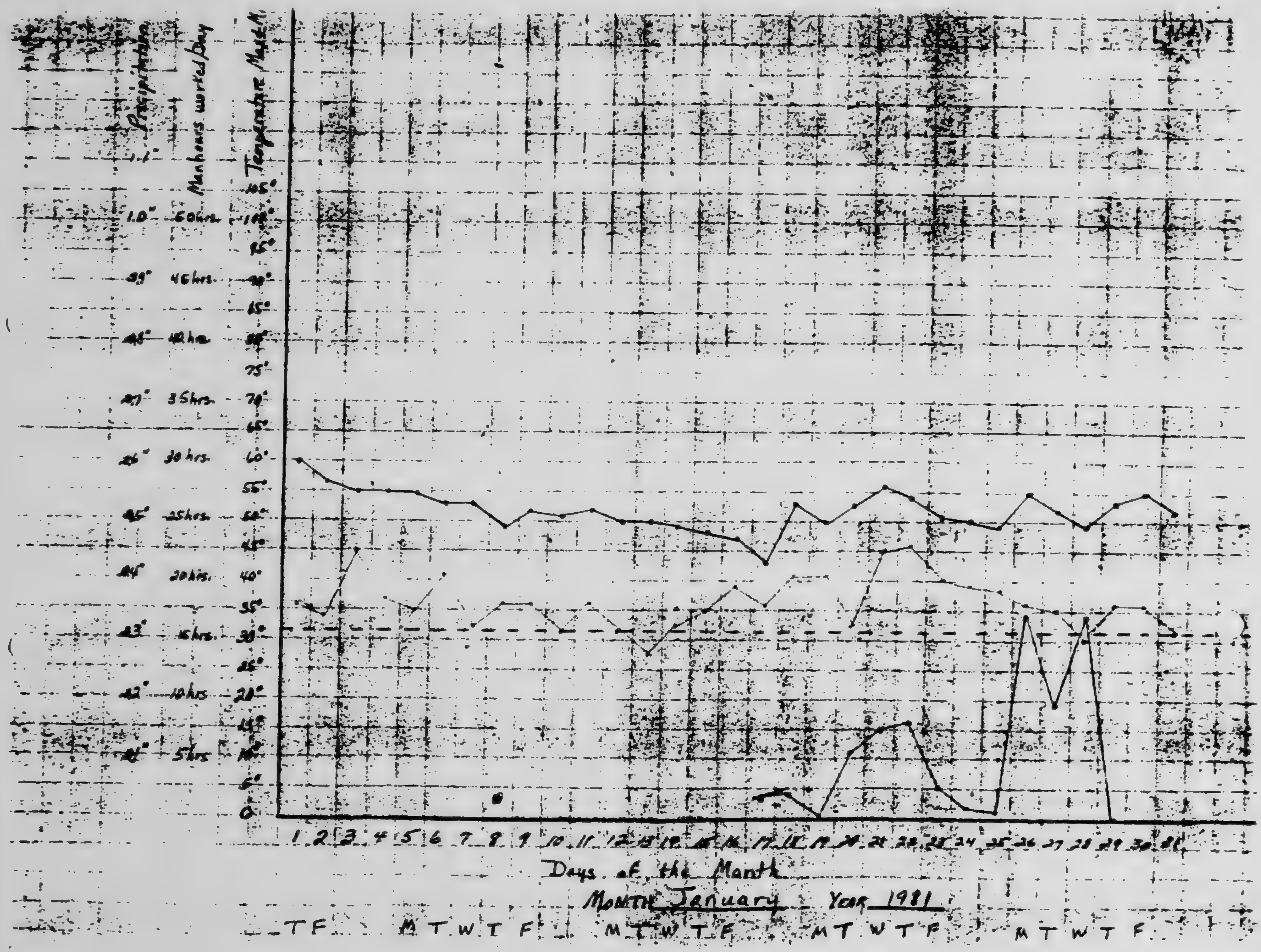

Precipitation
Manhours worked/Day
Temperature Max&Mi
1.1"
1.0" 60hrs. 100°
105°
95°
.9" 45hrs. 90°
85°
.8" 40 hrs. 80°
75°
.7" 35hrs. 70°
65°
.6" 30 hrs. 60°
55°
.5" 25hrs. 50°
45°
.4" 20 hrs. 40°
35°
.3" 15hrs. 30°
25°
.2" 10hrs 20°
15°
.1" 5hrs 10°
5°
0
red = Maximum Temp.
Blue = Minimum
Green = Precipitation
Freezing Le
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Days of the Month
MONTH October
YEAR 1980
W T F S S M T W T F S S M T W T F M T W T F M T W T F



MONTH November YEAR 1980



MONTH December YEAR 1980


Precipitation
Manhours worked/Day
Temperature Max & Min
1.0" 60 hrs. 100°
.9" 45 hrs. 90°
.8" 40 hrs. 80°
.7" 35 hrs. 70°
.6" 30 hrs. 60°
.5" 25 hrs. 50°
.4" 20 hrs. 40°
.3" 15 hrs. 30°
.2" 10 hrs. 20°
.1" 5 hrs. 10°
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Days of the Month
Month January Year 1981
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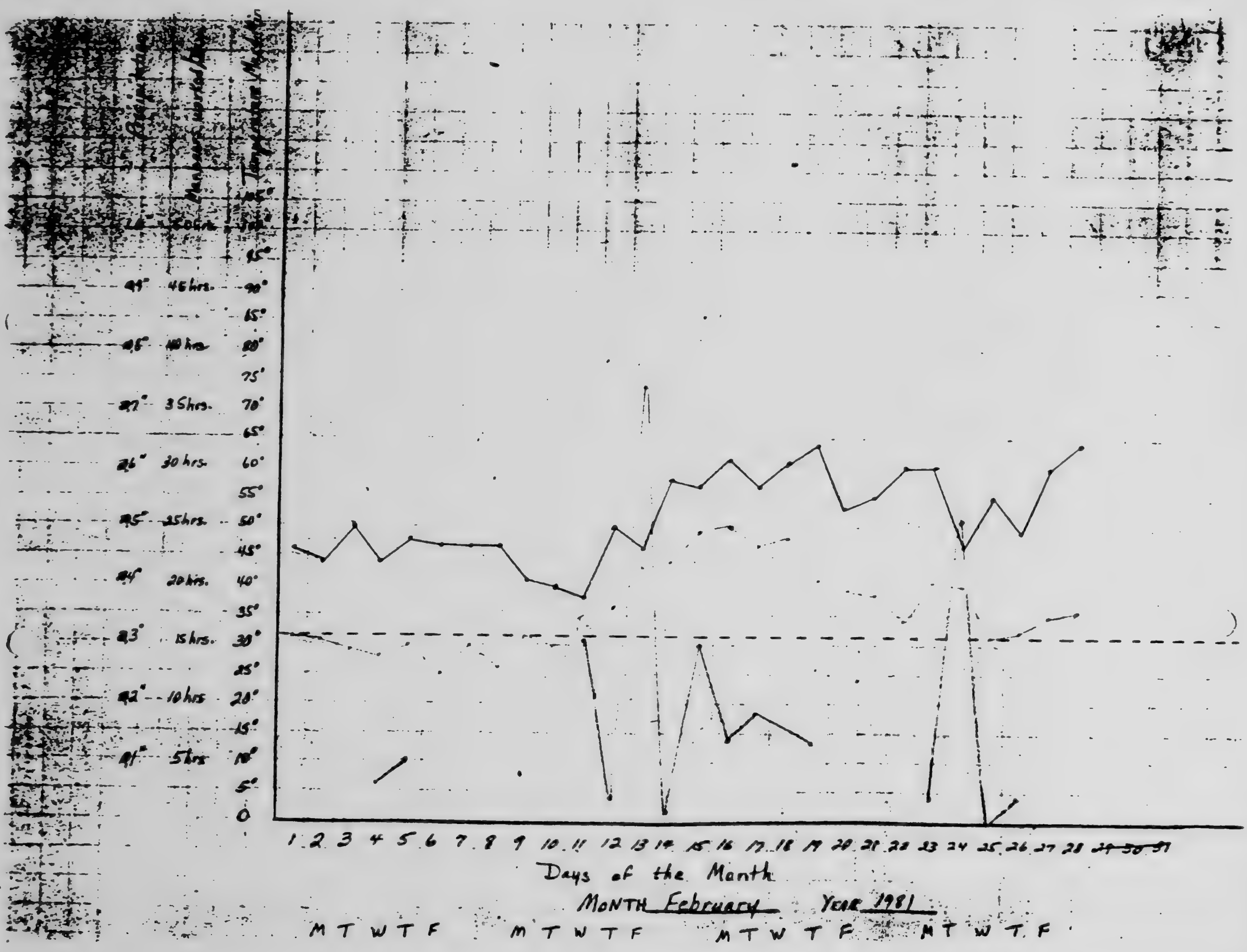
Precipitation
Manhours worked/day
Temperature Markers
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85°
.8" 40 hrs. 80°
75°
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.3" 15hrs. 30°
25°
.2" 10hrs 20°
15°
.1" 5hrs 10°
5°
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 ~~29 30~~ 31
Days of the Month
MONTH February YEAR 1981
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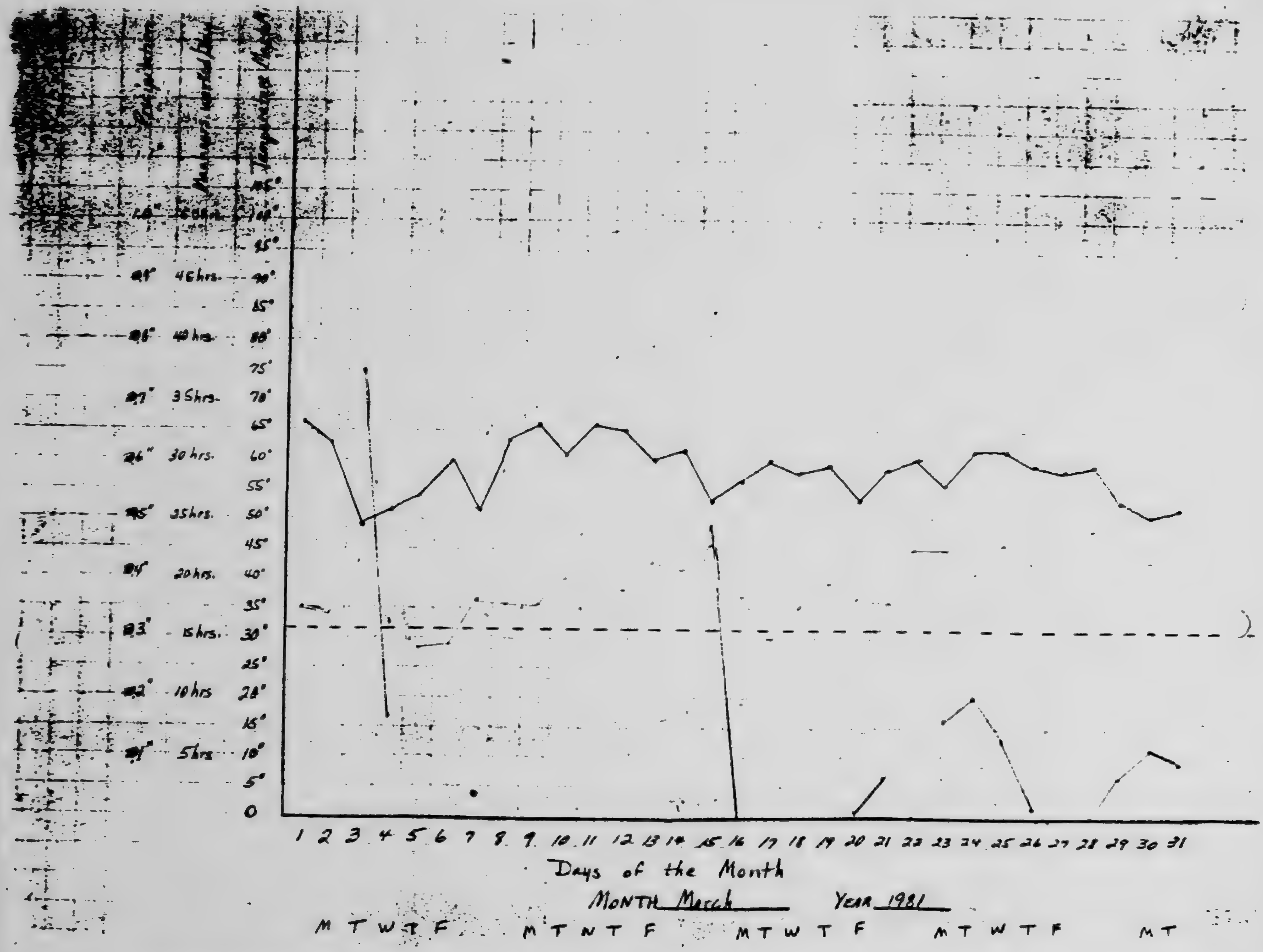

Precipitation
Manhours worked/Day
Temperature Max/F
105°
1.0" 50hrs. 100°
95°
.9" 45hrs. 90°
85°
.8" 40 hrs. 80°
75°
.7" 35hrs. 70°
65°
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.5" 25hrs. 50°
45°
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.3" 15hrs. 30°
25°
.2" 10hrs 20°
15°
.1" 5hrs 10°
5°
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
Days of the Month
MONTH March YEAR 1981
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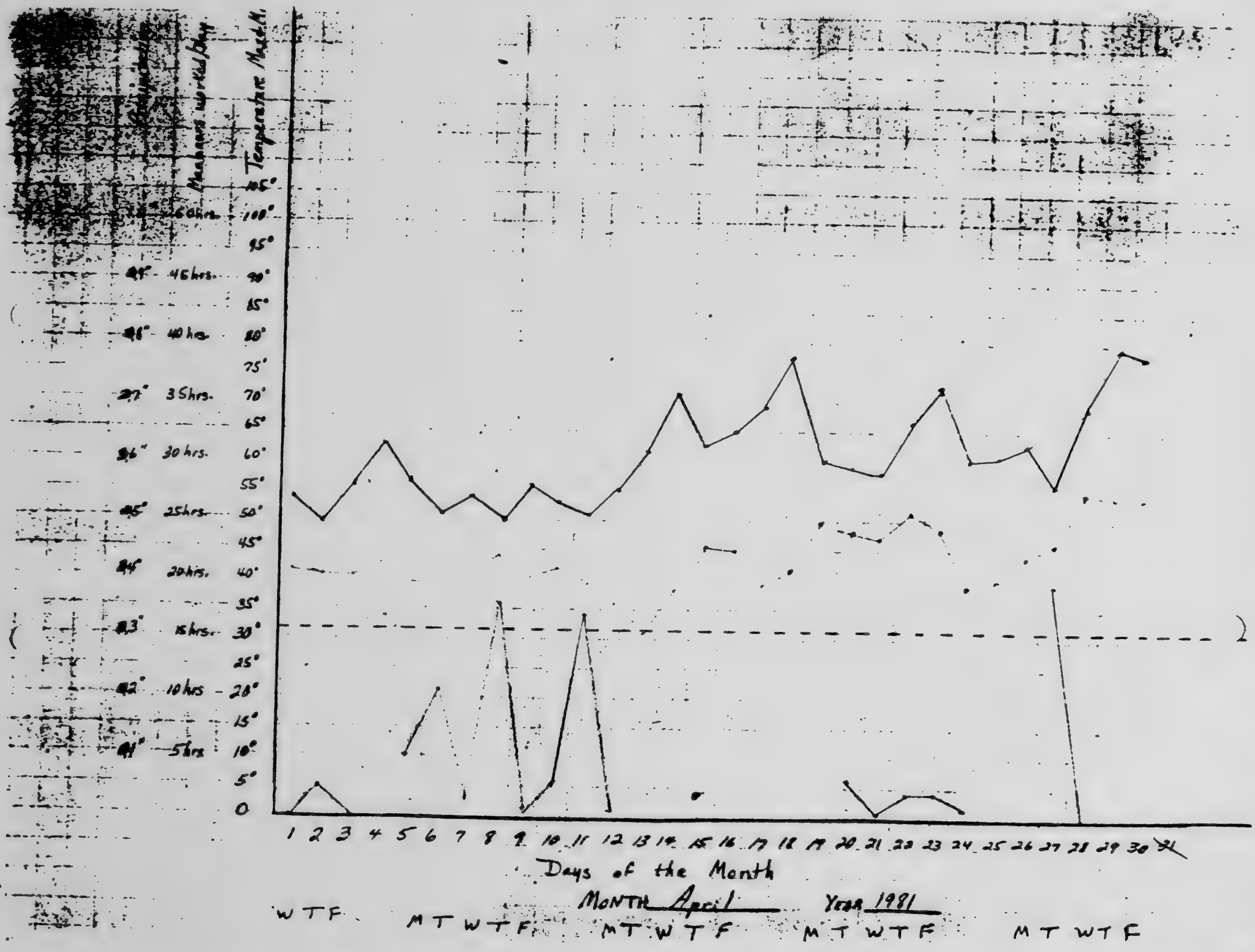
Manhours worked/Day
Temperature Max.-M.
105°
60hrs. 100°
95°
.9" 45hrs. 90°
85°
.8" 40hrs. 80°
75°
.7" 35hrs. 70°
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.6" 30hrs. 60°
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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 ~~31~~
Days of the Month
MONTH April
YEAR 1981
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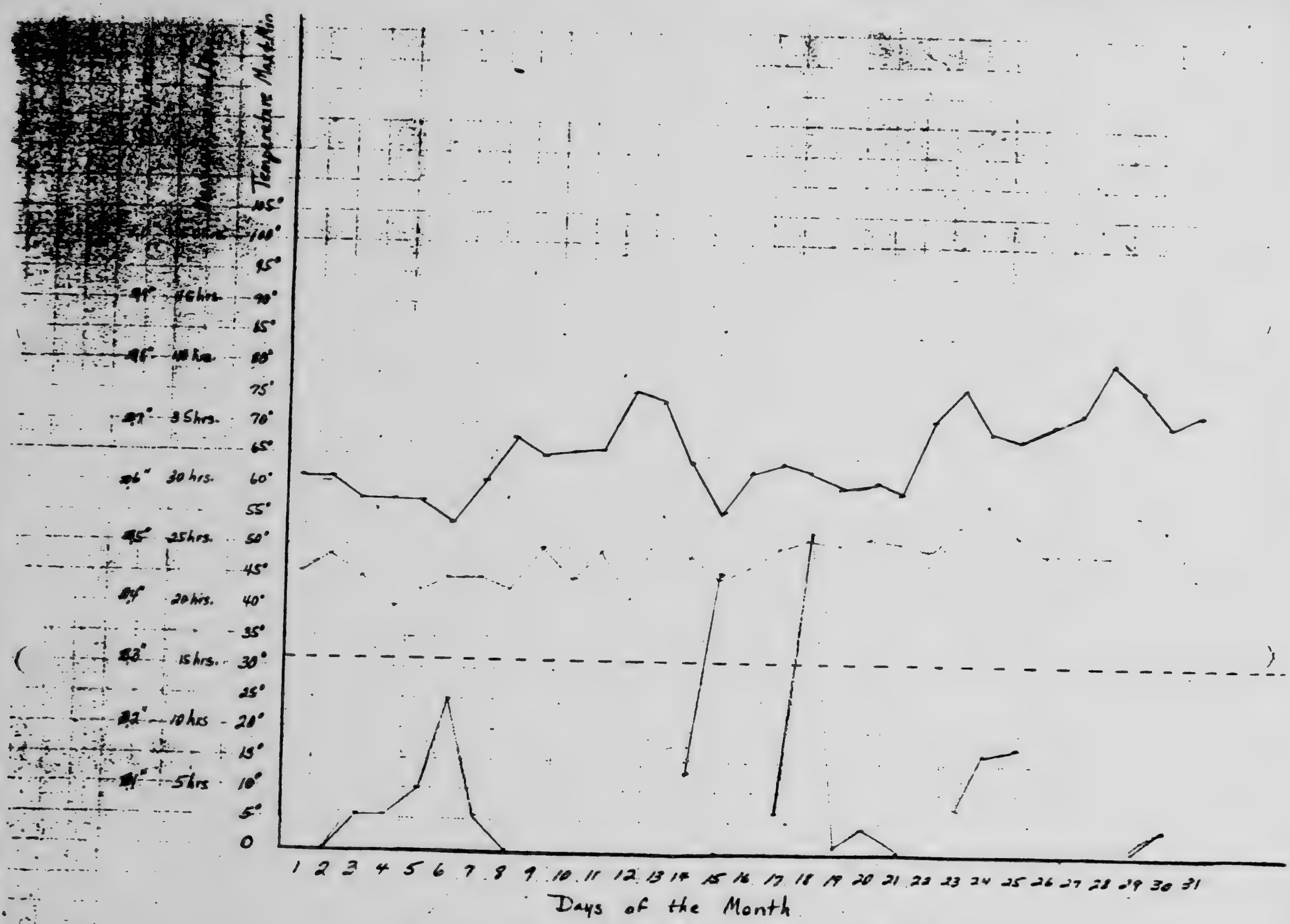
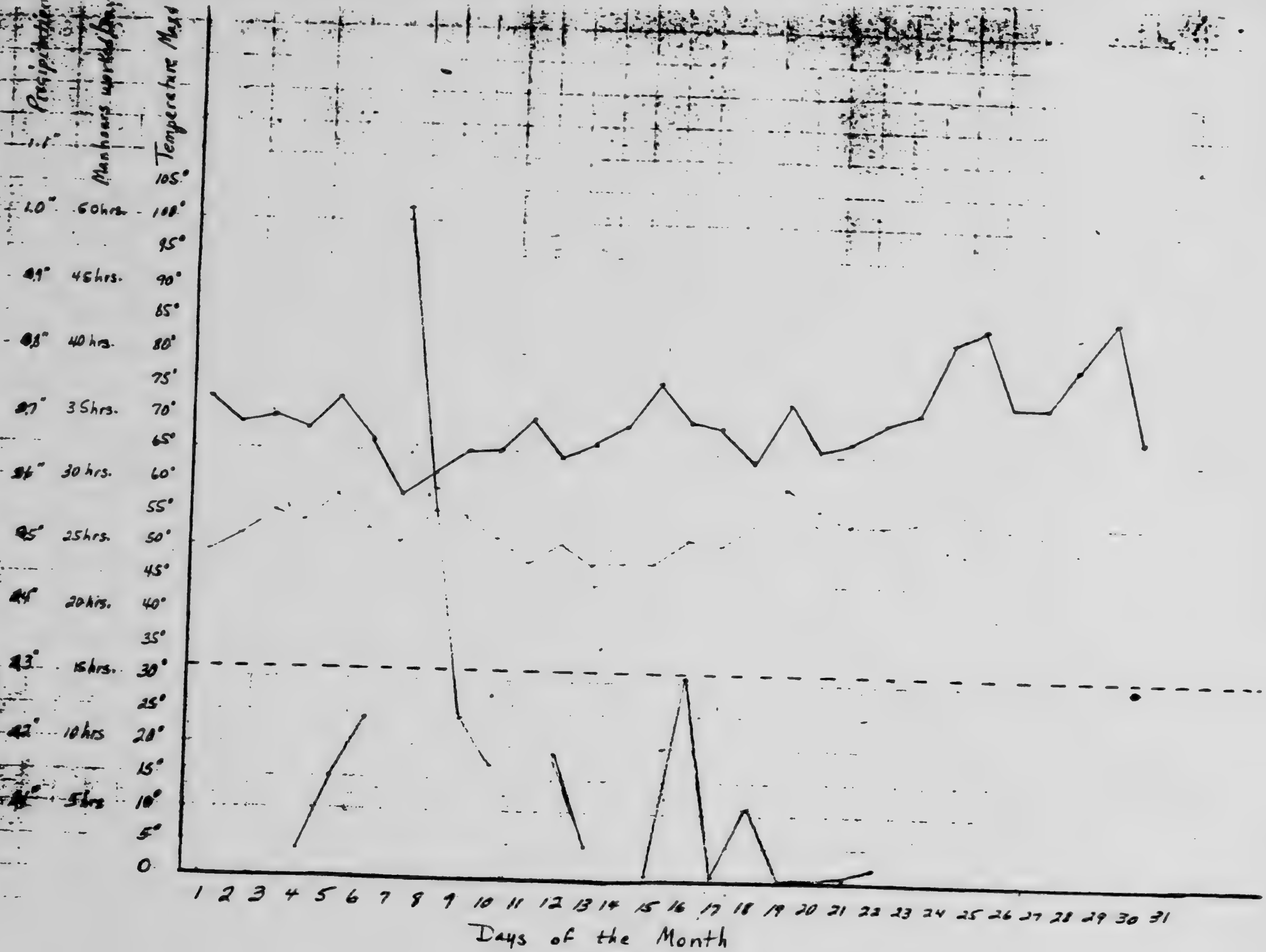
M T W T F
M T W T F
M T W T F



MONTH May YEAR 1981



MONTH June YEAR 1981

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 82 3562
Data Sheet No. I 87303
Prefix 26-1013
Laboratory charge $103.75
F. A.# HES-24(20),HES
Date received 4/07/82
Date reported 4/13/82

Galv. signal poles
Project Mt. Hood Hwy. at Hogan Rd.
Highway Mt. Hood
Contractor L. W. Hembree Co. No. 9194
Submitted by D. E. Wackerbarth
Source of Material Union Metals
Sampled or inspected at Plant
To be used
Sampled or inspected by Larry Miller 4/06/82
Quantity represented

The following material consigned to L. W. Hembree has been accepted on the basis of inspection. Spec. Galv.

4 only Galv. signal poles at Hogan Rd.
4 only Galv. signal poles at Burnside

Inspected at job site for Galv. coating only.

Mikrotest 2.8 oz. zinc.

RECEIVED
APR 19 1982
L. W. HEMBREE CO.

Hembree
Mt Hood Hwy

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
x ☐ Resident Engineer Roy Heinz
☐ District Engineer
x ☐ Files
x D. E. Wackerbarth
x L. W. Hembree Co.

SP-

RECOMMENDATION:

Material as represented by this sample does, ~~not~~ comply with specifications, as noted.

John C. Jennings

CERTIFICATE — TRUE COPY

I hereby certify that the foregoing copy of …PRE-HEARING STATEMENT OF PROOF…
… *is a complete and exact copy of the original.*

Dated …February 7…, *19*83.

…

Attorney(s) for …Defendant/Third-Party Plainti

ACCEPTANCE OF SERVICE

Due service of the within … *is hereby accepted on* …, *19*…, *by receiving a true copy thereof.*

…

Attorney(s) for …

CERTIFICATES OF SERVICE

Personal

I certify that on …, *19*…, *I served the within* …
… *on* …
attorney of record for …
by personally handing to said attorney a true copy thereof.

…

Attorney(s) for …

At Office

I certify that on …, *19*…, *I served the within* …
… *on* …
… *attorney of record for* …,
by leaving a true copy thereof at said attorney's office with his/her clerk therein, or with a person apparently in charge thereof, at …, *Oregon.*

…

Attorney(s) for …

Mailing

I hereby certify that I served the foregoing …PRE-HEARING STATEMENT OF PROOF…
… *on* …Michael D. Williams…,
…
…
attorney(s) of record for …Plaintiff…
on …February 7…, *19*83, *by mailing to said attorney(s) a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at said attorney(s) last known address, to-wit:*

Suite 775, Boise Cascade Building
1600 S.W. Fourth
Portland, OR 97201

and deposited in the post office at …Portland…, *Oregon, on said day.*

Dated …February 7…, *19*83.

…

Attorney(s) for …Defendant/Third-Party Plaintiff

BRICKER, ZAKOVICS & QUERIN, P.C.
ATTORNEYS AT LAW
1200 Wilcox Building
Portland, Oregon 97204
Telephone 226-1151

BACKING SHEET

1/1/80-B
FORM No. 100½—STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME
Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date 7/22/, 1981

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from 4/18/81 to 7/2/81, within which to complete Section Mt. Hood Highway @ S.E. Hogan Rd.& Burnside R Contract No. 9194, (Gresham) without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

Please see attached :
7/21/81 L.W. Hembree Co. letter to Roy Heinz(Res. Eng.
Dates and explanations of communications
Recap:
1/26/81-L.W. Hembree Co. letter to G.E. Supply
2/12/81-Ameron Pole Products letter to G.E. Supply
Labor chart for period 9/15/80 to 7/2/81.

Respectfully Submitted,

L.W. Hembree Co.
Contractor

By L.W. Hembree

CONSENT OF SURETY

United Pacific Ins. Co.

Date July 22nd, 1981

We, United Pacific Insurance Company, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

Gloria Bruning
Attorney-in-fact
Gloria Bruning

William P. Mansfield
Resident Agent
William P. Mansfield

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Approved:
Assistant State Highway Engineer

FORM 734-3320 (Rev. 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER

L. W. HEMBREE CO.

ELECTRICAL CONTRACTORS
1441 S.E. 82ND AVE. • PORTLAND, OREGON 97216
PHONE: 777-4555 AREA CODE: 503

July 21, 1981

Department of Transportation
State Highway Division
3700 S.E. 92nd Ave.
Portland, Oregon 97266

Re: Mt. Hood Hwy @ SE Hogan Rd. & Burnside Rd. (Gresham)
Mt. Hood Highway Contract: 9194

Attn: Roy T. Heinz, Resident Engineer

Enclosed is the duplicate copy of the Contractors Request For Adjustment of Contract Time Form #734-3320 with attached summary of the progress of the above job showing our futile efforts to get the poles on the job in December as promised. There is no way we could show all the many phone calls we've made to our supplier here in town and the amount of time we've spent trying to speed up the delivery.

Also enclosed are labor charts showing that we were diligently working whenever weather and materials would permit.

Enclosed are weather charts showing inclimate weather that would have prevented us from working had we had the material plus inclimate weather that prevented us from working after we had the material.

We recognize that the State is attempting to force its contractors to force their suppliers to make better delivery schedules. Our attempts at this is going to bring a lawsuit from our supplier against us, thereby denying us access to much needed supplies and quotations. Your relieving the liquidated damages will eliminate this court action and without costing the State any money.

For the above reasons we request that the "liquidated damages" be suspended. If you need further backup information, please give us a call and we will verify our claims further.

Sincerely,

L.W. HEMBREE CO.

L.W. Hembree

RESIDENT ENGINEER
RECEIVED
JUL 27 1981
Noted ☒ ☐ ☐ ☐

LWH:eh
Enc:

QUALITY WORK MINIMUM COST

OREGON STATE HIGHWAY DEPT., MT. HOOD HWY AT [illegible]OGAN RD. & BURNSIDE STS.
OUR JOB #900

RECAP

9/19/80 - LWH Co. wrote purchase order to GE Supply for poles.

10/8/80 - LWH Co. reminded GE we're waiting for cut sheets.

10/9/80 - Ameron received word from GE to order submittal drawings.

10/20/80 - " mailed out submittals. Also advised "14-16 weeks lead time after release of PO."

10/22/80 - LWH Co. sent submittals on to State.

10/24/80 - " " sent State revised work schedule changing pole delivery date to January 26 (original schedule was December 17.)

10/29/80 - LWH Co. returned rejected pole submittals to GE.

11/3/80 - Ameron received rejected submittals.

11/12/80 - Bill at GE told Margie he'd hand deliver resubmittals Fri. (11-14).

11/17/80 - LWH Co. received copy of resubmittals from GE with Ameron letter attached stating delivery 14-16 weeks after receipt of release.

11/24/80 - LWH Co. received resubmittal approvals from State.

11/25/80 - Ameron received word "approved as noted."

1/5/81 - Ameron advised GE they'd be shipping week of 3/23

3/27/81 - Poles damaged on loading at Ameron but will arrive 4/3/81.

4/8/81 - Poles arrived, missing 4 lumr. arms and 1 cup cap for 35' mastarm as noted at that time.

REGON STATE HIGHWAY DEPT., MT. HOOD HWY AT [illegible]GAN RD. & BURNSIDE STS.
OUR JOB #900

9/19/80 - LWH Co. received notice of award acceptance from OSHD.

9/19/80 - " wrote purchase order #5221 to GE Supply for 4 poles, 4 terminal cabinets and 1 service cabinet.

9/30/80 - LWH Co. wrote letter to GE to confirm conversation "we will accept shipment of poles on one order for both jobs." (referring to #900 and #1000 TV Hwy. at 247th.)

10/1/80 - Official start of contract time; completion date 4/18/81 (200 calendar days).

10/8/80 - LWH Co. wrote letter to GE "Just a reminder we are waiting for cut sheets---"

10/14/80 - LWH Co. sent letter to State enclosing submittals (GE equipment not included.)

10/22/80 - LWH Co. received submittal notice from GE on poles with submittals "Ameron advises they will require 14-16 weeks lead time after release of P.O."

10/22/80 - LWH Co. sent letter to State sending submittals. "The lead time on the poles is 12-14 weeks after approvals."

10/24/80 - LWH Co. sent State revised work schedule changing pole delivery date to January 26 (original schedule was December 17.)

10/29/80 - LWH Co. sent letter to GE enclosing approved submittals and rejected mast arm poles. "Please resubmit as soon as possible as the delivery is critical.---Please contact the manufacturer and ask for a written statement as to why the delivery date went from 10-12 weeks to 12-14 weeks. This is creating a problem in our scheduling." Pencilled note says "phone conversation with Bill. I told him of charge back if we did not receive a time extension. Our time extension was denied.M"

11/12/80 - LWH Co. inter office memo from Margie M. to Gary & Ed "We are still waiting on our mast arm pole resubmittals from Ameron. Bill at GE tells me he will hand deliver them Friday. The strain poles for Hillsboro were released today and will be here 14-16 weeks (Feb. 25th) giving us 1 month for completion."

11/13/80 - LWH Co. note for file from Margie: "Spoke with Ann at GE today 2:10PM. She was asking about the return of the submittals for Job #900. I told (her) we had already sent them to her and then she found in the file where Bill, had taken care of it. She wanted to know if she could release the poles for #1000. They had received the cuts back on the 3rd, hand delivered by Roland.

"I called Bill and asked him why they had not been released sooner. He told me he was acting on our directions that he could ship both jobs in one order and since the poles on Job #900 were not approved, they were waiting for the re-submittal to be approved for release.

"I instructed him to seperate the jobs and get the poles here as fast as possible. Wayne approved this and they released today making Feb. 25 the estimated arrival date. This will give our men only 30 days to complete this job."

11/17/80 - LWH Co. received copy of resubmittal from GE with letter attached from Ameron stating they will need 14-16 weeks after receipt of release.

11/17/80 - LWH Co. sent letter to State enclosing submittals and copy of letter received from Ameron. "They state they will not begin manufacture nor release for shipment until after receipt of submittals approved or approved as noted. This is putting our arrival time on or around March 1, 1980. At this time we would like to request a time extension of 30 days because of this problem."

11/18/80 - LWH Co. received State letter denying time extension.

11/24/80 - LWH Co. received letter from State dated 11/24/81 submitting pole approvals.

11/25/80 - GE release notice to Ameron (our copy received 12/1/81.)

1/21/81 - LWH letter to GE "Where are the poles originally promised Dec. (last year.)"

1/26/81 - LWH Co. letter to GE from Margie regarding late delivery of poles and liquidated damages which will have to be charged to them. (Letter attached.)

1/29/81 - LWH Co. received letter from State asking to have luminaire arm rotated per sketch.

2/4/81 - LWH Co. letter to State "per our phone conversation regarding the poles, the factory is already in production. We will make no changes and keep them coming as fast as possible."

2/4/81 - LWH Co. letter to Ameron "per our 2nd phone conversation, ship pol week of Feb. 10 to avoid job going into 'liquidated damages'. Make No Changes as verbally told me by Roy Heinz."

2/6/81 - Wayne Hembree called Ameron and told them with the schedule they finally came to there was no way we could avoid liquidated damages and we'd have to back charge GE who would back charge them.

2/18/81 - LWH Co. received 2/17/81 letter from GE with Ameron 2/12 letter attached, saying "Hope it will aid you in obtaining an extension." (Copy attached.)

3/27/81 - LWH Co. inter office memo to Ed from Margie. "I received a phone call from the truck driver from Ameron. He will be at the site at 8:00 Monday (TV & 247). The Gresham poles were damaged in loading and will be here on the 3rd. I've contacted Bill Van Bagge about this and told him they'll be charged for our remobilization. I also contacted Hemco about the change."

4/8/81 - LWH Co. letter to GE "The poles have arrived. Missing 4 lumr. arms and 1 cup cap for a 35' mast arm. Please check on for us."

5/29/81 - LWH Co. letter to GE "The State is withholding funds on the above project and is assessing penalties (Liquidated damages) which at this time are unknown. These penalties are a direct result of the late pole deliveries, which we informed you of earlier.

"We will keep you appraised and as soon as this conflict is settled with the State, we will settle our just debts with you. At this writing we are vigorously protesting to the State their unjust actions against our mutual interest."

6/19/81 - Letter from GE "As we can offer nothing but sympathy for your conflict with the State of Oregon, we must take an unsympathetic stand and ask for payment .... some payment.

"Your original PO shows no due date and when we found out the due date we worked very hard to attempt to meet that schedule.

"A letter outlining the chronology of happenings was mailed to you in an attempt to aid you in obtaining an extension. You felt it was not sufficient and did not submit it to the State.

"Your response would be appreciated. Bill Van Baggen"

6/22/81 - Wayne's response "We are continuing to get the State to concede that there should be no "liquidated damages". The outcome should be forthcoming but at this time they do not seem to be budging short of a lawsuit against them, which I am contemplating."

6/22/81 - LWH Co. letter to State, Dwight Dillion "per your request please s attached certificates on the poles for the above job.

April 7, 1981

Glenn K. Hossner
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

Dear Mr. Hossner:

Re: Oregon Project HES-24(19)
Mt. Hood Highway @ Burnside
Your File HFO.6-OR
XRef: 120.1

You indicated in your letter of March 20, 1981, that you would be interested in knowing what steps are being taken to update accounting and project control procedures in an effort to relieve the problem of after-the-fact authorization and unexpected overruns.

Some months ago, the Firm of Peet, Marwick, Mitchell Inc. was retained to study and make recommendations to improve our accounting procedures. We expect their draft report on April 16, 1981. One of the goals of the study is to reduce the time lag between the expenditure of funds and publishing the accounting summary. As a result of that study, we expect the time lage to be reduced considerably.

For over a year now, we have had a report available for section heads that informs them when expenditures by their sections have reached 85 percent of the amount budgeted to them on a project. It is apparent that on some projects an earlier notification is needed. Our Accounting Section has been asked to prepare a report for the Location Engineer that should correct that problem.

Another action that has been implemented is the practice of reviewing the status of the expenditures on a project when the field survey arrives in Salem to determine if the amount programmed with the Federal Highway Administration is sufficient to complete the work.

We believe these steps will certainly reduce, if not eliminate, the problems you cite in your letter.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

FET:ab
cc: D. E. Swan
F. E. Terpin

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project HES-24(19)
Mt. Hood Highway at Burnside

Date: March 20, 1981

From: Acting Division Administrator

Reply to Attn. of: HFO.6-OR
XRef: 120.1

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Your March 11, 1981, letter regarding additional preliminary engineering on this project reflects a continuing problem with timely accounting and initial estimates for preliminary engineering work. Increased funding categories, high inflation rates, and fluctuating funding schedules would seem to place an overwhelming burden on procedures used in the past. Requests for added funds long after the cost has been incurred reflects a system that is not current. Many of these overruns on small projects range from 50 to 100 percent which raises questions about the estimating process. The long time lag between expenditure and accounting must make it very difficult to determine where you stand financially and to plan staffing and scheduling of future projects.

The problem experienced by FHWA is one of after-the-fact fund authorization and unexpected overruns that may not be covered. Regulations on funding authorizations are being stretched. I am interested in knowing what steps are being taken to update accounting and project control procedures in an effort to relieve this apparent problem.

G. K. Hosimer
for Robert B. Hathaway

cc:
OSHD (D E Swan, Proj Mgmt)
OSHD (F E Terpin, Loc)

RECEIVED
STATE HWY ENGR
MAR 27 '81
FOR

R

RECEIVED
TECHNICAL SERVICES
MAR 2 '81
REFER TO
Terpin
FOR

LOCATION

March 11, 1981

TO: E.J. Valach
Acting Division Administrator
Federal Highway Administration

FROM: C.E. Swan
Operation [illegible] Engineer

SUBJECT: Project No. HES 24 (13)
Mt. Hood Highway @ Burnside (Gresham)
Multnomah County

Enclosed is a copy of Mr. Terpins memo of March 4, 1981 with attachment which provides justification for an increase in preliminary engineering costs of $ 4,500.00 on the project.

This information is being forwarded at this time for your consideration at final voucher submission.

RHZ/lms
Attachment

cc: F.E. Terpin

6.

L. W. HEMBREE CO.
ELECTRICAL CONTRACTORS
1441 S.E. 82ND AVE. • PORTLAND, OREGON 97216
PHONE: 777-4555 AREA CODE: 503

February 12, 1981

H.S. Coulter
State Highway Engineer
State of Oregon
Transportation Building
Department of Transportation
Salem, OR 97310

Re: Mt. Hood Hwy. at S.E. Hogan Road and Burnside Road (Gresham), Contract No. 9194

Dear sir:

We respectively request extension of time starting immediately until receipt of the poles on the above job.

We have essentially completed all work possible without them and even though the pole people state they are in production, the delivery dates that they have given us would exceed the amount of days given for completion of the job.

We have been harangueing them constantly since we were awarded this contract both verbally and by mail with virtually no cooporation on their part and the way they quoted the job through G.E. Supply, they and G . Supply are virtually held harmless even though I've threatened law suit.

I have talked on this subject with your resident engineer and he has steadfastly refused any extension of time which is vitally necessary.

RECEIVED
ST/ [illegible] HWY ENGR

FEB 17 '81

REFER TO
Kerr

FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

R

I have also talked to your Mr. Bud George who was hopeful that a telephone call last week to the factory might be of help, but as of this hour has made no difference in the attitude and delivery of the aforementioned poles.

Thank you for your cooperation.

Sincerely,

L.W. Hembree
Vice President

LWH/ro

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
3700 S.E. 92nd Ave., Portland, OR 97266

Jan. 5,1981

In Reply Refer to
File No :

Subject: Mt. Hood Hwy @ SE Hogan Rd
& Burnside Rd (Gresham)
Mt. Hood Highway
Contract: 9194

L. W. HEMBREE COMPANY
1441 S.E. 82nd
Portland, OR 97214

CE RE RME [✓ RCE] SE
TE RECEIVED RSM
UE [illegible] 1981 RSC
SO REGION I RBI
TO

Attention: Ed. D. Ray

I have reviewed our records of your work progress, specifically the pole #2 footing which you refer to in your letter dated 12-22-80. This footing was excavated on 12-16-80, one man worked part time placing rebar, anchor bolts and forming on 12-17, 18 & 19-80. The footing was then left unprotected from the heavy rains throughout the weekend. Sometime during the weekend, the sides sloughed in causing the damage which you have described. It is obvious to me that lack of footing protection and lack of prosecution of the work was the major contributor to this damage. If you were concerned about an unstable soil condition, you should have poured this footing on 12-19-80, when conditions were suitable. Any claims for additional monies are hereby denied.

Very truly yours,

Roy T. Heinz

Roy T. Heinz,
Resident Engineer

cc: E. L. Hardt w/attach.

Form 734-3122

L. W. HEMBREE CO.
ELECTRICAL CONTRACTORS
1441 S.E. 82ND AVE. • PORTLAND, OREGON 97216
PHONE: 777-4555 AREA CODE: 503

December 22, 1980

Oregon State Highway Department
3700 S.E. 92nd Avenue
Portland, OR 97266

Re: Mt. Hood and S.E. Hogan Road, Gresham, Oregon, Contract No. 9194

Attn: Roy Heintz, Resident Engineer

Dear Gentlemen:

When augering for pole base #2 at the S.E. Hogan Road and Mt. Hood freeway intersection, the unstable soil condition on the north and east loping sides was noted by our foreman and mentioned to the on-site inspector. The heavy rain of this past weekend confirmed our fears by causing this whole area to collapse into the pole base excavation.

We suggest extending the concrete base and reinforcement by an additional five feet assuring the specified eight foot depth in undisturbed soil. We estimate the costs to be $1,529.75, which represents our cost of labor and material and allowable percentage mark-ups.

Sincerely,

Ed D. Ray

Ed. D. Ray
Supervisor

EDR/ro

RESIDENT ENGINEER
RECEIVED
DEC 30 1980
Noted ☑ ☑ ☐ ☐

3700 S.E. 92nd Ave., Portland, OR 97266
Nov. 18,1980

Subject: Mt. Hood Hwy @ SE Hogan Rd
& Burnside Rd (Gresham)
Mt. Hood Highway
Contract: 9194

L. W. HEMBREE COMPANY
1461S.E. 82nd
Portland, OR 97214

Attention: Margie Meinzer

Regarding your request for a 30 day time extension; supplier problems are not a basis for granting extensions of time. It is your responsibility to expedite approved drawings and to assure delivery dates within the limiting number of days allowed. I would also like to remind you that weather is not a reason for extension of time. Work that cannot be done during inclement weather, such as the excavation and paving of Hogan Road, should be accomplished when ever weather is suitable and should not be scheduled around pole delivery dates and subcontractor commitments.

Very truly yours,

Roy T. Heinz

Roy T. Heinz,
Resident Engineer

SENDER

- WRITE LETTER IN SPACE MARKED MESSAGE
- REMOVE YELLOW COPY FOR YOUR FILE
- MAIL OTHER COPIES TO ADDRESSEE

E·Z LETTER
CARL CO. LISBON, OHIO 44432
FORM E·Z 4 U
COPYRIGHT 1961

RECEIVER (ADDRESSEE)

- WRITE YOUR REPLY IN SPACE MARKED REPLY
- KEEP WHITE COPY FOR YOUR FILE
- MAIL PINK COPY TO SENDER

TO
BUD HEINZ
OSH-DOT
92ND AVE.
PORTLAND, OR.

L. W. HEMBREE CO.
Electrical Construction
1441 S. E. 82nd
PORTLAND, OR 97216
777-4555

DATE 11/17/80 SUBJECT JOB #0900 CONTRACT 9194 GRESHAM

MR. HEINZ,

PLEASE SEE ENCLOSED RE-SUBMITTALS ON MAST ARM POLES AND MAST ARM LUMINATION POLES. WE HAVE ENCLOSED A COPY OF THE LETTER WE RECEIVED FROM AMERON. THEY STATE THEY WILL NOT BEGIN MANUFACTURER NOR RELEASE FOR SHIPMENT UNTIL AFTER RECEIPT OF SUBMITTALS APPROVED OR APPROVED AS NOTED. THIS IS PUTTING OUR ARRIVAL TIME ON OR AROUND MARCH 1, 1980. AT THIS TIME WE WOULD LIKE TO REQUEST A TIME EXTENSION OF 30 DAYS BECAUSE OF THIS PROBLEM.

PLEASE REVIEW THIS MATTER AND CONTACT OUR OFFICE AS SOON AS POSSIBLE.

THANK YOU,

SIGNED Margie
MARGIE MEINZER

DATE OF REPLY

RESIDENT ENGINEER
RECEIVED
[illegible] 1980

Noted ☐ ☐ ☐ ☐

SIGNED

THIS COPY FOR PERSON ADDRESSED

7194

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-112	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-80	State Oregon STATE COPY County Multnomah Project No. HES-24(19)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Mt. Hood Hwy. at E. Burnside Rd. (Gresham)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-23-79	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	7-30-80	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 69,062.00	$ 62,155.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
XX By For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G.L. Green
Date executed by Division Administrator

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon September 25, 1980

Federal Aid Project
No. HES-24(19)

Mt. Hood Hwy. at E. Burnside Rd. (Gresham)
Mt. Hood Highway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code P.E. Preliminary Engineering		All Required	$ 6,000.00
Type Code Y031 Traffic Signal			
Mobilization	40%	All Required	$ 2,392.00
Temporary Protection and Direction of Traffic	50%	All Required	875.00
Temporary Signs	203 Sq. Ft.	5.00	1,015.00
Temporary Barricades	14 Each	10.00	140.00
Flagmen	60 Hour	20.00	1,200.00
Removal of Structures and	60%	All Required	2,063.40
Class "B" Asphalt Concrete	10 Ton	30.48	304.80
Concrete Walks	25 Sq. Yd.	21.00	525.00
Concrete Curbs	78 Lin. Ft.	7.82	609.96
Traffic Signal Installation, Complete	49%	All Required	44,616.52
Fire Pre-emption System, Complete	20%	All Required	1,270.00
			$ 55,011.68
Anticipated Items			
Permanent Pavement Striping	20%	All Required	$ 400.00
Temporary Pavement Striping	20%	All Required	100.00
Remove Pavement Striping (Exist. & Temp.)	20%	All Required	50.00
			$ 550.00

SUBTOTAL	$ 55,561.68
Engineering	6,810.32
Engineering (Sig. Cont. Testing)	490.00
Engineering (Fire Pre-empt Testing)	
TOTAL	$ 63,062.00

Length of Project -------------0.00 mi.

Work Retained in Program Status
(not included in amounts below)

Permanent Signing	50%	All Required	$ 600.00
State Furnished Software Program	49%	All Required	245.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000.00	$ 5,400.00	$ 600.00
Traffic Signals	63,062.00	56,755.00	6,307.00
TOTAL	$69,062.00	$62,155.00	$6,907.00

Group 1 39%
Contract No. 9194
Prefix 26-1923
Prefix 26-1013

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**		FEDERAL AID PROJECT NO. HES-24(20) STATE PROJECT NO. See below
FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. 90264	COUNTY NAME Multnomah PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 30 '80
REFER TO MacIrving
FOR

7-30
orig

DATE PS&E APPROVED 7-30-80	DATE AUTHORIZATION EFFECTIVE 7-30-80	FEDERAL ROUTE NUMBER Primary 24 STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:

Mr. Hood Highway at Hogan Road (Gresham) Section

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-28-80 you are authorized to proceed with actions necessary to advance the physical construction of the subject project at a TEC of $169,083 - Federal Funds$152,174.

DATE 7-30-80	SIGNATURE OF APPROVING OFFICIAL G K Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970 611-055

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. ES-24(19)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Multnomah
	ITEM NO. 90213	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 30 '80
REFER TO. [illegible]
FOR

7-30
orig

DATE PS&E APPROVED 7-30-80	DATE AUTHORIZATION EFFECTIVE 7-30-80	FEDERAL ROUTE NUMBER Primary 24
		STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:

Mt. Hood Highway at East Burnside Road (Gresham) Section

GENERAL DESCRIPTION OF WORK:

Traffic Signal

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*)
See below

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-28-80 you are authorized to proceed with actions necessary to advance the physical construction of the subject project at a TEC of $99,654 - Federal Funds $89,688.

DATE 7-30-80	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

M PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED
. 8-70)

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 631-555

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project HES-24(19) & HES-24(20)
Mt. Hood Hwy. @ SE. Hogan Rd. & E. Burnside Rd.
Mt. Hood Hwy., Multnomah County

Date: July 10, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer, OSHD
ATTN: Mr. L. E. George, Traffic Engineer, OSHD

The purpose of this letter is to document a decision reached through a discussion with the State Traffic Engineer and his staff on July 8, 1980. As a condition to our approval of the PS&E documents for the subject project, this office considered it necessary and appropriate as a safety measure to either remove pole number 10 at the East Burnside Road intersection or move it to the right side of the roadway and place the signal head on a mast arm. The State Traffic Engineer's office indicated that the pole would be removed but requested this letter to document the decision.

G. L. Green

cc:
OSHD (L E George, Tr)

RECEIVED
STATE HWY ENGR

JUL 11 '80

REFER TO

FOR

1194

CON

26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 24, 1980

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening July 24, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. HES-24(20) Highway No. 26 - State

Federal-aid Project Name Mt. Hood Hwy. at Hogan Rd. (Gresham)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

☐ No additional right of way was acquired. Construction can be accomplished within the existing right of way.

☒ Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

☒ There are no individuals or families to be displaced from residential improvements.

☐ All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

LW

FCL:jh

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

CON

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 24, 1980

FILE: 26

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening July 24, 1980

TO: D. H. Moehring
Assistant State Highway Engineer

Federal-aid Project No. HES-24(19)   Highway No. 26 - State

Federal-aid Project Name Mt. Hood Hwy. at E. Burnside Rd. (Gresham)

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right of way and relocation for this project:

[X] No additional right of way was acquired. Construction can be accomplished within the existing right of way.

[ ] Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

FCL:jh

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/12/80

Donald L

July 24, 1980 Bid Letting ____________ All Clear Deadline

SECTION Mt. Hood Hwy. @ Hogan Rd. (Gresham)
Highway Mt. Hood
County Multnomah Region 1
Type of Work G-P-Signal 8Ph Funds HES Comb State
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☐	☒	☐	☐	☒	Non-major FHPM 7-7-2 para 10e
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study	☐	☒	☐	☐	☒	

6

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 6/11/80
Donald L Rout

~~[illegible]~~ Aug 28, 1980 Bid Letting ________ All Clear Deadline

SECTION Mt. Hood Highway @ E. Burnside Rd
Highway Mt. Hood Highway
County Multnomah Region 1
Type of Work Signals Funds HES Comb
State ____ Consultant ____ Plans Avail. ___Yes ___No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
DOCUMENTS:						
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☐	☒	☐	☐	☒	Non-major FHPAM 7-7-2 para 10e
PERMITS:						
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
CULTURAL:						
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	
NOISE:						
Noise Study		☒	☐	☐	☒	Portland Noise Regs

April 30, 1980

Multnomah County Engineer
2115 S.E. Morrison
Portland, OR 97214

AGR 4

City of Gresham
City Hall
Gresham, OR 97030

MISC. CONTRACTS and
AGREEMENTS No. 3340

Attention: Marilee Doyle
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the installation of traffic signals on the Mt. Hood Highway at Hogan Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (conf. agree. att.)

April 25, 1980

County Engineer
2115 S.E. Morrison
Portland, OR 97214

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 1758

Gentlemen:

Attached for your records is a fully executed copy of an agreement for revisions to the existing traffic signals on the Mt. Hood Highway at East Burnside Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (conf. agree. att.)

[illegible]
[illegible]
[illegible]

MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
ROOM 605, COUNTY COURTHOUSE
1021 S.W. FOURTH AVENUE
PORTLAND, OREGON 97204

DENNIS BUCHANAN, District 1, 248-5220
GLADYS McCOY, District 2, 248-5219
DAN MOSEE, District 3, 248-5217
EARL BLUMENAUER, District 4, 248-5218
GORDON SHADBURNE, District 5, 248-5213

March 27, 1980

Ms. Rena Cusma, Director
Dept. of Environmental Services
2115 SE Morrison Street
Portland, Oregon

Mr. Roy Bennett
Planning & Development Engineering Services
2115 SE Morrision Street
Portland, Oregon

Finance Division
426 SW Stark Street
Portland, Oregon

Dear Gentlepersons:

Be it remembered, that at a meeting of the Board of County Commissioners held March 27, 1980, the following action was taken:

Form of Order in the matter of the execution of an Agreement with State of Oregon Transportation Department and City of Gresham for installation and maintenance of traffic signals at Hogan Road & Mt. Hood Hwy.)

The above-entitled matter having come before the Board, and full consideration having been given thereto, upon motion of Commissioner Mosee, duly seconded by Commissioner Shadburne, it is unanimously

ORDERED that Multnomah County, Oregon, enter into the above-entitled Agreement tendered to and before the Board this date, and that the County Executive be and he is hereby authorized and directed to execute said Agreement for and on behalf of Multnomah County, Oregon.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Laura [illegible]
Clerk of the Board

jm
cc: Budget

____County Eng.
____Eng Sec.
____Coord.
____Tc
____Eng.
____Comput
____Eng. Plan
____Civ. Eng. x
____Draft
____Surv.
____Impv. Clk.
____File
____Dir. Plan. Dev.
____Des. Admin.
____Opr. & Maint.
____Accounting

91

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. S - 24(20)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90264

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

2-13
Orig

RECEIVED
STATE HWY ENG
FEB 13 '80
REFER TO Moehring
FOR

Info	Inves	R/D	D/S	Sem	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	2/6/80	Primary 24
		STATE ROUTE NUMBER: Primary 26

GENERAL LOCATION:

Mt. Hood Highway at Hogan Rd. (Gresham) Section.

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER *(Specify)* see below
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/1/80 I approve the program change adding right of way to the character of proposed work. Also, as requested you are now authorized to proceed with the actual acquisition of file number 50770 as shown on R/W map 9B-7-2 at a TEC of $5,100 with Federal participation limited to $4,590. Federal participation is limited to that right of way actually incorporated in the final location.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/6/80	G. K. Hessner	for Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-631-855

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

noted H. S. COULTER

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Mt Hood Hwy-at SE Hogan Rd

DATE: January 30, 1980

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
FEB 1'80
REFER TO
FOR
Info Inves R/D D/R Sign Act File ✓

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
gion Engr.: R.N. Bothman
strict Engr: W. W. Geibel
gion Engr: E. L. Hardt

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8001 2 040

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

[illegible] GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 28, 1979

In Reply Refer to
File No. PRO 6-5

TO Executive Department
Federal Aid Coordination Unit

NOTED
H. S. COULTER

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Mt. Hood Hwy. at S. E. Hogan Rd.
Highway: Mt. Hood Hwy.
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be January 31, 1980.

BLG:dmc
Attachments

cc: G. L. Green, FHWA	W. J. Hart
H. S. Coulter ✓	Reg. M&1 Engr: R. N. Bothman & E. L. Hardt
F. E. Terpin	Dis. 2 Engr: W. W. Geibel
J. B. Boyd (2)	Aeronautics Division
J. H. Versteeg	David Powers, Parks
Gary Potter	B. L. Gifford

RECEIVED
STATE HWY ENGR
JAN 3 '80
REFER TO
FOR

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM
NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8) PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Mt. Hood Hwy. at S.E. Hogan Rd.

11 12] PROJECT LOCATION—CITY: Mt. Hood Hwy. US-26 — PROJECT LOCATION—COUNTY: Multnomah — PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The proposed work at M.P. 13.62 on the Mt. Hood Highway involves widening [71

06 12] to provide a left turn lane, restriping, and installation of an eight phase [71

07 12] signal at Hogan Road. [71

08 12] [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
90,000	--	10,000	--	--	100,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 [71

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date. TIP

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Jan — 43] DAY [44: 31 — 45] YEAR [46: 1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: (Same)

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

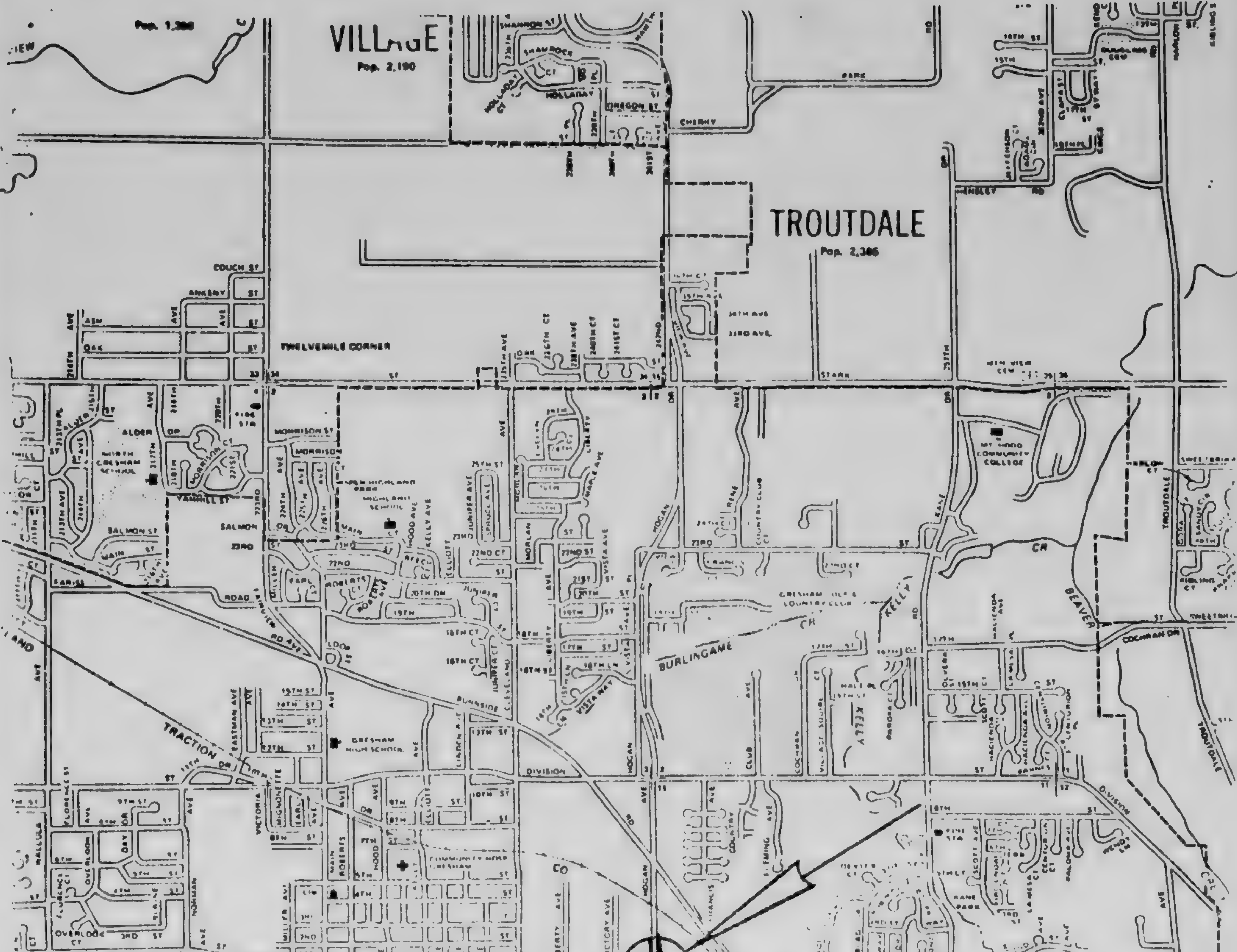
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of NON-MAJOR environmental impact under Oregon's Action Plan.


Pop. 1,380
VILLAGE
Pop. 2,190
TROUTDALE
Pop. 2,386
TWELVEMILE CORNER
STARK
NORTH GRESHAM SCHOOL
HIGHLAND SCHOOL
MT HOOD COMMUNITY COLLEGE
GRESHAM GOLF & COUNTRY CLUB
BURLINGAME
BURNSIDE
TRACTION
GRESHAM HIGH SCHOOL
DIVISION
HOGAN
KELLY
COCHRAN DR
BEAVER CR
COMMUNITY HOSP GRESHAM
WEST GRESHAM SCH
EAST GRESHAM SCH
DEXTER MCCARTY SCHOOL
POWELL
WALTERS HILL
GRESHAM
Pop. 20,500
N
26

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-24(20)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90264

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 17 '79
REFER TO:
[illegible]
FOR

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 7-13-79	FEDERAL ROUTE NUMBER Primary 24 STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:

Mt. Hood Highway at Hogan Road (Gresham) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of July 9, 1979, I concur that the subject project is a non major action as set forth in FHPM 7-7-2, paragraph 10e.

You are now authorized to proceed with the work shown above at a TEC of $9,000 with Federal participation limited to $8,100.

DATE 7-13-79	SIGNATURE OF APPROVING OFFICIAL G.K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-24(19)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90213

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engr - ODOT
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 31 '79
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

5-31

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 5-23-79

FEDERAL ROUTE NUMBER Primary 24

STATE ROUTE NUMBER Primary 26

GENERAL LOCATION:

Mt. Hood Highway at East Burnside Road (Gresham Sect.)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work

☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5-17-79 I concur that the subject project is a non-major action as set forth in FHPM 7-7-2 paragraph 10e.

You are authorized to proceed with the work shown above at a TEC of $6,000 - Federal Funds limited to $5,400.

DATE 5-23-79

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-721-915

May 17, 1979

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Project Data Submission
Item No. 90213
Project No. HES-24(19)
Mt. Hood Hwy. @ E. Burnside Rd. (Gresham) Section
Multnomah County

Attached data consists of PR-1 forms with project maps, project request, project investigation report, collision diagrams, other traffic data, pictures and sketch maps.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS & E approval at an estimated total cost of $6,000 with an obligation of $5,400 in Federal funds.

This project has an equivalent rank of 57 on the "Statewide Rural Priority List" submitted on September 20, 1978.

DRH:tmw
Attachments
cc: L. E. George
E. L. Hardt, Reg. 1
R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
January 12, 1976
Portland, OR 97213

FILE: ME
Region 1

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Highway 26 @ Hogan Road

TO: E. L. HARDT
Region 1 Engineer

MILWAUKIE

Commissioner Becker of Gresham, requested that I go with him to the intersection of Hogan and Powell to look at that intersection of concern to the city of Gresham.

The problem is one of sight distance due to lack of landing area on Hogan Road.

Becker advised that his city's staff does have recommendations. He asked that someone from the Highway Division contact the city (Kent). Please contact the city manager of Gresham.

It appears the problem is on the northside of Powell. The city is now in a major sewer project that will tear up at least 50 per cent of the street. The adjacent businesses are located in such a position that they could accommodate a raising of that street. Perhaps this is a solution.

The city's alternatives appear to be more along the line of phasing for the signal, which would probably not assist the sight distance, and would probably be a detriment to the handling of traffic.

ebg

cc: F. B. Klaboe
E. S. Hunter
J. H. Versteeg

RECEIVED
STATE HWY ENGR
JAN 14 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1980 Tualatin Valley Hwy. @ 9195
247th Ave. in Hillsboro.
(traffic signals)

C o A 7297 / 8-29-80

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

CONSTRUCTION ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
R. L. Coats No. 9293	Lake-Harney Co. Line Harney County	March 4, 1982
Eugene Sand & Gravel, Inc. No. 9237	Poodle Creek Road Lane County	March 5, 1982
Horton Bros., Inc. No. 9285	S.Bank Chetco River Rd. U'Xing. Curry County	March 9, 1982
Tice Electric Co. No. 9269	Arterial St. Light Conversion Proj. (Portland) Multnomah County	March 16, 1982
Mid-Columbia Paving Co. No. 9316	Sherman Ave.-Eugene St. (Hood River) Hood River County	March 18, 1982
Hertz Electric,Inc. No. 9244	Central Ore. Hwy. & Arnold Mkt. Rd. Deschutes County	March 18, 1982
Baker Redi-Mix, Inc. No. 9323	Auburn Ave.-Broadway St. & Dewey Ave.-Broadway St. Baker County	March 18, 1982
L.W. Hembree Co. No. 9195	Tualatin Valley Hwy. @ SW 247th Ave. (Hillsboro) Washington County	March 19, 1982
R. L. Coats No. 9333	U.S. Hwy. 97 - U.S. Hwy. 26 Jefferson County	March 19, 1982
Slayden & Holm, Inc. No. 9267	Dairy Creek (Susbauer Rd.) Bridge Washington County	March 22, 1982
Babler Bros., Inc. No. 9224	Polallie Cr.-M.P. 84.94 Hood River County	March 30, 1982

Contractor and Contract No.	Section & County	Acceptance Date
Hamilton Electric,Inc. No. 9270	Mt. Hood Hwy.@ Welches Rd. Clackamas County	March 31, 1982
L. W. Hembree Co. No. 9194	Mt. Hood Hwy. @ SE Hogan Rd. & Burnside Rd. (Gresham) Multnomah County	March 31, 1982
Mill Plain Electric No. 9330	Sunnyside Rd. @ SE 97th Ave. & Kaiser Hosp.Access Clackamas County	April 1, 1982
Jim Hall Contracting No. 9313	362nd Dr. @ Skogan Road Clackamas County	April 1, 1982
Coral Construction Co. No. 9334	Lane Co. Pavement Marking Project No. 4 Lane County	April 1, 1982
Columbia Pacific Construction Co. No. 9364	Blind Slough (Barendse Rd.) Bridge Clatsop County	April 6, 1982
C.W. McCallen Const.Co. No. 9085	SW Hall Blvd.-SW Oak St. Washington County	April 7, 1982

April 8, 1982 Keasey

C. T. Keasey, P.E., P.L.S.
Construction Engineer

9195

April 1, 1982

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

CON 5
#9195

Gentlemen or Ladies:

On March 23, 1982, we wrote to you concerning release of final payment on Contract No. 9195 awarded to L. W. Hembree Company for work on the Tualatin Valley Highway at S.W. 247th Avenue in Hillsboro, Washington County.

Final payment on this contract is $1,355 and the total contract amount is $68,940.32 including $8,498.27 for work performed under force account.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

is
cc: L. W. Hembree Company
1441 S.E. 82nd Avenue
Portland, OR 97216

bc: C. T. Keasey
Walt Hart
E. L. Hardt

29 ✓.

PROJECT MANAGER'S NARRATIVE REPORT

PROJECT: Tualatin Valley Highway at 247th Avenue (Hillsboro)
CONTRACT NO.: 9195 PREFIX NO.: 034-1144
F.A. NO.: State COUNTY: Washington

This project called for the installation of traffic signals at the intersection of Tualatin Valley Highway at S. W. 247th Avenue and for interconnecting to the existing signals at Witch Hazel, a block east.

There were no unusual construction or traffic problems but the following comments are offered for consideration.

Excavation for Conduit [661.32(6)] Most electrical contractors now use a special sawing and trenching machine which cuts a real neat and smooth trench 5 inches wide to whatever depth is required. Basically, the trenching mechanism is a motorized metal wheel with carbide tips which can cut through asphalt and portland cement concrete in a very prompt and efficient manner. After the conduit is placed, the trench is backfilled with high slump P. C. concrete up to the bottom of the base course and the remaining cut can be finished later. Although this is contrary to the Special Provisions which state that, "The trench shall be backfilled with compacted granular material - - - - - -", the concrete gives far superior results and should be included in the specials. Another good feature of this method is that, since the trench is so narrow, traffic can be allowed through as soon as the trenching machine is out of the way.

Although we cannot specify the use of this trenching machine, we can specify or control the maximum width of the trench, especially on street crossings.

Programmed Vehicle Signals (661.42) The specials call for the contractor to have a "Technically knowledgeable representative of the signal manufacturer on hand to program the signals prior to - - - - - - being placed in operation." This is not enforceable simply because any electrician can be designated as the manufacturers representative, whether knowledgeable or not, usually the latter, and in actual field conditions, most of the programming is done, by whoever is available, on the same day of the signal turn-on. Perhaps the specials should include a statement that any adjustments to the programmed heads after the signals are put in operation will be done at the contractors expense.

Detector Loops (661.43) This is a perennial problem which begins at the location level and it is worsening as road maintenance is being reduced. Some of the oldercounty and city streets just do not have enough depth and strength to hold the loop wire in place. Perhaps this can be covered in the city-county agreement or perhaps the State should not consider signals for an intersection until the side streets meet our standards.

Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 13 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring to
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT:	TUALATIN VALLEY HIGHWAY AT 247TH AVE. (HILLSBORO)	CONTRACT NO. :	9195
HIGHWAY:	TUALATIN VALLEY	PREFIX NO. :	034-1144
COUNTY:	WASHINGTON	F. A. NO.:	STATE

ITEM No.	ITEM	UNIT	ORIGINAL	SEMI FINAL	± %
	BID ITEMS	$	58,322.20	60,087.05	+ 3%
	ANTICIPATED ITEMS	$	1,350.00	1,350.00(EST.)	0
	CONTINGENCIES	$	2,685.25	0	-
	EXTRA WORK ORDERS	$	0	8,237.21	-
	STATE FORCE ORDERS	$	0	7,250.00 (EST.)	-
	ENGINEERING	$	5,967.22	10,654.31 (EST.)	+78%
	TOTAL	$	68,324.67	87,578.57	+28%

ALL SUBSTANTIAL CHANGES WERE EVALUATED AND ONLY THOSE LISTED BELOW MEANINGFULLY AFFECTED THE TOTAL PROJECT COST.

INDIVIDUAL OVERRUNS AND UNDERRUNS

EXTRA WORK AND STATE FORCE ORDERS		0	15,487.21	

AFTER THE NEW TRAFFIC SIGNALS WERE INTERCONNECTED TO THE EXISTING WITCH HAZEL ROAD SIGNALS, IT WAS NOTED THAT THE OLD LOOP DETECTORS WERE EXPOSED AND IN NEED OF REPLACING. SINCE THE A.C. PAVEMENT HAD DETERIORATED BEYOND REPAIR, THE ONLY SOLUTION WAS TO REPLACE THE ENTIRE WITCH HAZEL ROAD APPROACH, WHILE THE TUALATIN VALLEY HIGHWAY WEST BOUND LANES AND LEFT TURN REFUGE TO WITCH HAZEL WERE OVERLAYED. THIS REQUIRED THE INSTALLATION OF NEW DETECTOR LOOPS FOR THE EXISTING SIGNALS AND THIS WAS ACCOMPLISHED THROUGH AN EXTRA WORK ORDER.

BASICALLY, THE OVERRUN WAS FOR WORK NEEDED TO REPAIR THE EXISTING SIGNALS AND THIS IN TURN CAUSED AN OVERRUN IN THE FLAGGING, SIGNING AND ENGINEERING.

ENGINEERING	$	5,967.22	10,654.31	+78%

EVERY EFFORT WAS MADE TO KEEP THE ENGINEERING TO A MINIMUM, BUT THE PROJECT OVERRAN IN TIME AS WELL AS IN THE TOTAL AMOUNT, THUS CONTRIBUTING TO THE ENGINEERING OVERRUN.

9115

E

CON 5
#9195

DATE: January 7, 1982

TO: Oregon Transportation Commission

FROM:
H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Tualatin Valley Highway at 247th Avenue
Contract No. 9195

This State financed traffic signal installation project is nearing completion and the need for an increase in project authorization is apparent. The final cost is expected to exceed that authorized by $19,025.33, or 27.8 percent.

The primary reason for increase in project cost was the need to remove and replace the existing pavement at Witch Hazel Road which was intertied with this installation. The deteriorated pavement had damaged the existing loops and these also had to be replaced.

It is recommended that the authorization for this project be increased by $19,025.33 to a new total of $87,350. This matter will be on the consent calendar for the January 19 meeting.

bc: Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

OBJ:mk 1b

911

L

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: H. S. Coulter
State ~~Highway~~ Engineer

DATE: January 6, 1982

FROM: For O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

NOTED
H.S. COULTER

SUBJECT: Request for Increase in Project Authorization
Tualatin Valley Highway at 247th Ave.
Contract No. 9195

This State financed traffic signal installation project is nearing completion and the need for an increase in project authorization is apparent. The final cost is expected to exceed that authorized by $19,025.33, or 27.8 percent.

The primary reason for increase in project cost was the need to remove and replace the existing pavement at Witch Hazel Rd. which was intertied with this installation. The deteriorated pavement had damaged the existing loops and these also had to be replaced. This work is not yet entirely complete but the final cost is expected to be approximately $14,000.

Engineering will also overrun by approximately $6,000 because of this unanticipated work due to the investigation and testing performed in determining the problem.

Attached is a rough draft letter to the Transportation Commission, as is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: E. L. Hardt
Hank Rodriguez
Robert Church
D. E. Swan

ok/R

9195 L. 7

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: T.V. Hwy. at 247th. Ave. (Hillsboro)

WEEK ENDING: November 21, 1981

SECTION PREFIX: 034-1144

HIGHWAY: Tualatin Valley

COUNTY: Washington

NAME OF JOB: T.V. Hwy. at 247th. Ave. (Hillsboro)

KIND OF WORK: Traffic Signals

CONTRACTOR: L. W. Hembree Company

CONTRACT NUMBER: 9195

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: September 16, 1980

DATE WORK STARTED: November 3, 1980

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 180

WORK DAYS USED

CALENDAR DAYS USED 223.5

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 124

PROJECT AUTHORIZATION: $ 68,324.67

EXCLUSIVE OF ENGINEERING: $ 62,357.45

ENGINEERING AUTHORIZATION $ 5,957.22

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 62,357.45

ENGINEERING COST TO DATE $ 7,700.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 129 %

DATE PROJECT WAS COMPLETED: July 14, 1981

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Traffic Signals							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	15	Showers	0	0	
MONDAY	16	Showers	0	0	
TUESDAY	17	Showers	0	0	
WEDNESDAY	18	Prtly. Cldy.	0	0	
THURSDAY	19	Overcast	0	0	
FRIDAY	20	Showers	0	0	
SATURDAY	21		0	0	

CCE
SCS
NOV 24 1981
BRANCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 15	No activity
MONDAY 16	No activity all week
TUESDAY 17	
WEDNESDAY 18	
THURSDAY 19	
FRIDAY 20	
SATURDAY 21	

REMARKS

Status to date; All field work complete. No further activity anticipated. Semifinal to be submitted next month.

LaST WEEKLY RPORT

SIGNED E Rodriguez LOCATION Beaverton

E. Rodriguez

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

195

L.

November 10, 1981

Safety Signal Systems, Inc.
7002 - 220th Street, S.W.
Mountlake Terrace, WA 98043

CON 5
#9195

Gentlemen:

Thank you for the Release of Claim dated October 28, 1981, in the amount of $2,500 for traffic signal equipment furnished to L. W. Hembree Company.

This claim had been filed against Contract No. 9195 with L. W. Hembree Company for traffic signal installation on the Tualatin Valley Highway at S.W. 247th Avenue in Hillsboro.

This Release of Claim will be noted in our records and we will advise the contractor, surety and agent.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: L. W. Hembree Company
1441 S.E. 82nd Ave.
Portland, OR 97216

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

Mansfield & Co.
1311 N.W. 21st Ave.
Portland, OR 97209

NOTED ON CARD
11-10-81

bc: Enrique Rodriguez

RELEASE OF CLAIM

[illegible] that certain claim for the sum of Two Thousand, Five Hundred Dollars and [illegible] attorney's fees against L.W. Hembree Co. [illegible] contractor and ______ [illegible] surety, on contract for improvement of Sign Route No. ____, [illegible] Tualatin Valley Hwy @ SE 247th Ave. (Hillsboro), Oregon State Dept. of Transportation Contract No. 9195 heretofore filed by the undersigned in the office of the [illegible] Washington, is fully paid, satisfied and discharged, that any and all persons, including the Contractor, , its officers and agents and the contractor and surety in question, are relieved from all liability for payment of the same; and that the said Co., its officers and agents are hereby authorized and requested to cancel the said original of such claim as so filed.

RECEIVED
OCT 30 1981
NOTED Res. Br. Engineer

Dated Oct. 28, 1981 19____

Safety Signal Systems, Inc Claimant.

By Bruce R. Culver

Address 7002 220th SW
Mountlake Terrace, WA 98043

STATE OF WASHINGTON)
)
)
County of Snohomish)

This is to certify that on this 28th day of October A.D., 19 81, before me the undersigned notary public duly commissioned and sworn, personally appeared Bruce R. Culver, President of Safety Signal Systems, Inc. to me known to be the individual described in and who executed the foregoing instrument, and acknowledged to me that he signed the same as his free and voluntary act and deed, or the free and voluntary act and deed of the firm whom he represents, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the day and year in this certificate above written.

Jeanette E. Stumpf

Notary Public in and for the State of
Washington, residing at Lynnwood

DOT FORM 134-036 REVISED 9/77

CC: L.W. Hembree, Ed Hardt, Region Engr.; Original to E. Rodriguez

5660

files

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 9 1981
NORMA PAULUS
SECRETARY OF STATE

November 5, 1981

IN REPLY REFER TO
FILE NO.:

CON 5
#9195

RECEIVED
NOV 9 1981
NORMA PAULUS
SECRETARY OF STATE

Safety Signal Systems, Inc.
7002 - 220th Street, S. W.
Mountlake Terrace, WA 98043

Gentlemen:

This will acknowledge your Notice of Claim dated October 21, 1981, which was mailed to Enrique Rodriguez, Resident Engineer, in the amount of $2,500, plus $600 for additional costs for traffic signal equipment furnished on Contract No. 9195.

Your claim appears to be in reference to L. W. Hembree Company Contract No. 9195 for traffic signal installation on the Tualatin Valley Highway at S.W. 247th Avenue in Hillsboro.

The United Pacific Insurance Company through Mansfield and Company furnished the bond on this contract. We will advise them and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

js

cc: L. W. Hembree Company
1441 S.E. 82nd Avenue
Portland, OR 97216

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Mansfield & Co.
1311 N.W. 21st Avenue
Portland, OR 97209

NOTED ON CARD
11-12-81 dme

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Enrique Rodriguez

AFETY SIGNAL SYSTEM INC.
002 - 220TH ST. S.W.
IOUNTLAKE TERRACE, WA 98043

(206) 775-1557 or 633-2159
Telex No. 32-9400

LETTER OF TRANSMITTAL

DATE Oct. 21, 1981
RE: Lien OSDOT Contract 9195
Tualatin Valley Hwy @ SE 247th (Hillsboro)

YOUR NO. OUR NO.

RECEIVED
OCT 28 1981

646-9441

TO: Enrique Rodriguez, Resident Engr.
10550 SW Allen Blvd.
Beaverton, Oregon 97005

ATTENTION:

GENTLEMEN:

WE ARE SENDING YOU ☒ ATTACHED ☐ UNDER SEPARATE COVER VIA ______ THE FOLLOWING

☐ Submittals ☐ Pole Drawings ☐ S.O. Request ☐ Plans ☐ Specifications ☐ Quotation
☐ Change Order

☒ Notice of Lien as referenced above.

OE ~~RE~~ RME RCE BE
TE RECEIVED RSM
UE OCT 23 1981 RSC
SQ REGION I RBI
TO

QTY	NO.	DESCRIPTION
		Copies of above lien to: 1) L.W. Hembree Co. 2) Ed Hardt, Region Engr ✓ 3) Extra copy to Mr. Rodriguez to send to Bonding Company.

THESE ARE TRANSMITTED FOR: ☐ Approval ☐ Information ☐ Distribution ☐ Quote Preparation
☐ Order Processing ☐ Review and Comment ☐ ______

☐ BID DUE ______

REMARKS: Please note that we have enclosed a second copy for you to mail to L.W. Hembree bonding company.

cc: Bob Church - with attach
Bob Gurmson "

COPY TO: E. Rodriguez---Certified
~~List: See Above~~
[illegible]

SIGNED: ______

SAFETY SIGNAL SYSTEMS, INC.
7002 220th S. W.
MOUNTLAKE TERRACE, WA 98043
Phone: (206) 775-1557

te: Oct. 21, 1981

TO: Enrique Rodriguez, Resident Engineer
10550 S.W. Allen Blvd.
Beaverton, OR 97005

NOTICE IS HEREBY GIVEN That the undersigned Signal & Surveillance Systems Company dba Safety Signal Systems, Inc. (claimant), has a claim in the sum of Two Thousand, Five Hundred (2500.00) dollars against L.W. Hembree Co., 1441 S.E. 82nd Ave., Portland, OR 97216 (contractor) and against the bond taken from ________ (surety) for the work of Tualatin Valley Hwy @ S.E. 247th Ave. (Hillsboro); Oregon State Dept. of Transp.

____

(description of work for which bond was taken)

Contract No. 9195 Said claim is for Traffic Signal Equipment

____

(if for work or labor state nature thereof; if for material or supplies furnished state generally what material or supplies were furnished.)

In the event the above claim is not settled and paid without an action of the courts to enforce the same, in addition to above item, undersigned claims the sum of $500.00 dollars as an Attorneys fee, and the sum of $100.00 dollars to defray costs of said action.

Safety Signal Systems, Inc.

By ________

Address 7002 220th S.W., Mtlk Terrace, WA 98043

Subscribed and sworn to before me this 21st day of October, 1981

Jeanette E. Stumpf

Notary Public in and for the State of Washington, residing at

Lynnwood, WA

Filed ________

CC: L.W. Hembree; Ed Hardt, Region Engr.,

Unable to get
original. signed claim
from Rodriguez FKW

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 25, 1981

L. W. Hembree Company
1441 S.E. 82nd Avenue
Portland, OR 97216

Re: Time Extension Request
Tualatin Valley Hwy. @
S.W. 247th Ave.
Contract No. 9195

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. The State furnished controller program component was found to be the determinate item of contract completion and accordingly a contract time extension of 43½ calendar days is granted for that delay. This will eliminate all liquidated damages under this contract.

Sincerely,

C T Keasey

C. T. Keasey
Assistant State Highway Engineer

OBJ:fr

cc: H. S. Coulter (w/att.)
Ed Hardt "
E. Rodriguez "
Robert Church

RECEIVED
STATE HWY ENGR
AUG 25 '81
REFER TO
FOR
Info Inves R.D D.R Sign Act File

FORM 2-30

ASHE
CAE
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RECEIVED
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CONSTRUCTION BRANCH

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TO

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

BEAVERTON
AUGUST 11, 1981

SUBJECT: TUALATIN VALLEY HWY. AT 247TH AVENUE
(HILLSBORO)
TRAFFIC SIGNAL INSTALLATION
CONTRACT NO. 9195
REQUEST FOR EXTENSION OF TIME

To: E. L. HARDT
REGIONAL ENGINEER
MILWAUKIE

ATTEN: MARION CRAFT
REGIONAL CONSTRUCTION ENGINEER

AS PER ATTACHED FORMS, L. W. HEMBREE COMPANY IS REQUESTING 122 ADDITIONAL CALENDAR DAYS WITHIN WHICH TO COMPLETE SUBJECT PROJECT WITHOUT THE ASSESSMENT OF LIQUIDATED DAMAGES. IN SUPPORT OF THE REQUEST, THE CONTRACTOR HAS INCLUDED LABOR AND WEATHER CHARTS IN ADDITION TO COPIES OF CORRESPONDENCE INVOLVING VARIOUS SUPPLIERS.

THIS IS A STATE PROJECT CALLING FOR THE INSTALLATION OF TRAFFIC SIGNALS AT TUALATIN VALLEY HIGHWAY AT 247TH AVENUE. THE CONTRACT WAS AWARDED ON SEPTEMBER 16, 1980 WITH 180 CALENDAR DAYS ALLOTED AND IT WAS COMPLETED ON JULY 14, 1981 WITH AN OVERRUN OF 43½ DAYS.

ONE EXTRA WORK ORDER WAS REQUIRED BUT NO TIME WAS CHARGED DURING THIS PERIOD. ALSO, NO TIME WAS CHARGED FROM APRIL 30 THROUGH JUNE 30 BECAUSE THE STATE FURNISHED EQUIPMENT WAS NOT AVAILABLE FOR INSTALLATION.

THE CONTRACTOR'S SOLE DEFENSE IS THAT THE SUPPLIERS WERE LATE IN MAKING DELIVERIES. NO MENTION IS MADE OF STRIKES, FREIGHT EMBARGOES OR LABOR DISPUTES SO I AM ASSUMING THAT NONE OF THESE CONDITIONS EXISTED.

I SYMPATHIZE WITH THE CONTRACTOR AND AGREE THAT EVERYTHING POSSIBLE WAS DONE TO EXPEDITE THE PROJECT. PERHAPS THE ALLOTED TIME OF 180 DAYS WAS NOT ENOUGH FOR THIS TYPE OF PROJECT, BUT NEVERTHELESS, SHORTAGE OF EQUIPMENT AND NOT ENOUGH TIME ALLOWED ARE NOT GROUNDS FOR RECOMMENDING AN EXTENSION OF TIME.

THE CONTRACTOR MAKES A CONFUSING STATEMENT THAT "RELIEVING THE LIQUIDATED DAMAGES WILL ELIMINATE THIS COURT ACTION AND WITHOUT COSTING THE STATE ANY MONEY". MY RECORDS SHOW THAT ALL SUBMITTALS WERE APPROVED AND RETURNED VERY PROMPTLY AND THERE IS NO POSSIBLE WAY THAT THE STATE CAN BE HELD RESPONSIBLE FOR ANY DELAYS. IF ANYTHING, THE LIQUIDATED DAMAGES COULD HAVE BEEN HIGHER BECAUSE THE CONTRACTOR WORKED FOR ABOUT THREE WEEKS DURING THE SHUT-DOWN PERIOD AND NO TIME WAS CHARGED.

PERSONALLY, I HAVE NO OBJECTION IF A TIME EXTENSION IS GRANTED BUT I DO NOT HAVE ANY VALID REASONS FOR MAKING SUCH A RECOMMENDATION.

E Rodriguez
ENRIQUE RODRIGUEZ
RESIDENT ENGINEER

ENCL.

8-24-81
CTK -
state furnished R.R. pre-empt "software" not available until 6-26-81. Any contractor delays were concurrent and hence we must grant the time for the state caused delay. Recommend granting 43½ c.d.
OMG

CC: Bryant Jackmond - with attach.

The contractor's request is well prepared and well documented; however, I concur in Rodriguez' statement in his last paragraph. Marion Craft

4

L. W. HEMBREE CO.
ELECTRICAL CONTRACTORS
1441 S.E. 82ND AVE. • PORTLAND, OREGON 97216
PHONE: 777-4555 AREA CODE: 503

February 12, 1981

H.S. Coulter
State Highway Engineer
State of Oregon
Transportation Building
Department of Transportation
Salem, OR 97310

Re: Tualatin Hwy at 247th (Hillsboro), Contract No. 9195

Dear sir:

We respectively request extension of time starting immediately until receipt of the poles on the above job.

We have essentially completed all work possible without them and even though the pole people state they are in production, the delivery dates that they have given us would exceed the amount of days given for completion of the job.

We have been harangueing them constantly since we were awarded this contract both verbally and by mail with virtually no cooperation on their part and the way they quoted the job through G.E. Supply, they and G.E. Supply are virtually held harmless even though I've threatened law suit.

I have talked on this subject with your resident engineer and he has steadfastly refused any extension of time which is vitally necessary.

FEB 17 '81
REFER TO
Kerry
FOR
Info | Inv | R/n | D/A | Sign | Act | File
X

R

I have also talked to your Mr. Bud George who was hopeful that a telephone call last week to the factory might be of help, but as of this hour has made no difference in the attitude and delivery of the aforementioned poles.

Thank you for your cooperation.

Sincerely,

L.W. Hembree
Vice President

LWH/ro

1175

August 29, 1980

City of Hillsboro
City Hall
Hillsboro, OR 97123

AGR 4

Attention: Bernice Barinaga
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 1297

Gentlemen:

Attached for your records is a fully executed copy of an agreement for traffic signal installation on the Tualatin Valley Highway at Brookwood Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

1980 Willamina (W. Main St.) 9196
Sec. in Willamina
(grading & paving)

C&A 7217 / 1-7-80

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-28-81	CC 81-31		336-1731-295

BILL TO: Code:

City of Willamina
City Hall
Willamina, Oregon 97396

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Special City Allotment Project Willamina (W. Main St.) Section Contract No. 9196 Agreement No. 7217			
TOTAL CONSTRUCTION COSTS			$28,871.89
Less SCA Share			25,000.00
City Share			$ 3,871.89
City Advance Deposit			5,370.00
REFUND DUE CITY			$ 1,498.11
(Please attach Itemized Statement to Check)			

Advance Deposit Amount	$ 5,370.00
Advance Deposit Previously Transferred to Highway Fund	$ 0.00
Balance	$ 5,370.00
Transfer to Highway Fund	$ 3,871.89
Refund Due	$ 1,498.11
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	NONE

Amount Due . . . . . $

Submitted by:
Ken Husby
Ken Husby

Approved:
D. E. Swan

OREGON STATE HIGHWAY DIVISION DATE May 28, 1981

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT Program Year 1980

Contract # 9196 Construction Prefix 336-1731 P.E. Prefix 336-1474

Street W. Main Street

City Willamina

CONSTRUCTION COSTS:		
Payments to Contractor	$ 24,058.66	
Const. Engineering & Contingencies	4,813.23	
TOTAL CONSTRUCTION COSTS		$ 28,871.89
PRELIMINARY ENGINEERING COSTS:		
State Share P.E.	$ 10,677.65	
City Prorated Share	-0-	
TOTAL P.E. COSTS		$ 10,677.65
TOTAL PROJECT COSTS		$ 39,549.54
Less: Agreed State Share		
State Share P.E.	$ 10,677.65	
State SCA Share	25,000.00	
TOTAL AGREED STATE SHARE		$ 35,677.65
AGREED CITY SHARE		$ 3,871.89
CITY ADVANCE DEPOSIT		$ 5,370.00
REFUND DUE CITY		$ 1,498.11

Reference: Outside Billing CC 81-31

cc: Phil Stearns

```
                   336   1730      298     00                                                 152.58            [illegible]
                   336   1730      900     00                                                                                   
                                **  JOB TOTALS **                            **         2,618.79   **        52,884.15   **

WILLAMINA(W MAIN ST)     CONT NO 9196 = FA PROJ NOS                                                                              STATE
                   336   1731      201     00  Payment to Contractor          24,058.66                     24,058.66



TOTAL TO DATE JOB COST SUMMARY                                                        MARCH 1981          PAGE  494
                                                                                         FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX       FUNCTION   GR  CURRENT MONTH       YEAR TO DATE           TO DATE
                                   336   1731       270      01  Miscellaneous               86.79                86.79
                                   336   1731       900      00  Engr       56.84         4,691.87             4,691.87
                                   336   1731       900      02  Engr                        34.57                34.57
                                            **  JOB TOTALS **               56.84   **   28,871.89   **       28,871.89   **
3-81
                              MAJOR CLASS 17 TOTALS      115,172.82         712,866.58        2,701,456.16


  ASTORIA BR R/W          CONT NO        * FA PROJ NOS                                                                  STATE
                               004   1802       411       00 0                                                 329.56
                               004   1802       413       00                                                     7.70
                               004   1802        ?9       00 0                                                 ???.45CR
                               004   1802       900       00                                                   164.18
                               004   1802       900       00 0                                                 639.80
                               004   1802       930       00 0                                                  44.38
                                          **  JOB TOTALS **                    **                **             408.17   **

  32 CONCRETE PIERS       CONT NO 6124 * FA PROJ NOS                                                                    STATE
                               004   1803       900       00                                                20,988.82
                               004   1803       900       00 0                                             216,969.72
                                          **  JOB TOTALS **                    **                **         237,958.54   **

  DESDEMONA SANDS VIADUCT CONT NO 6246 * FA PROJ NOS                                                                    STA..
                               004   1804       900       00                                                26,376.29
                               004   1804       900       00 J                                                  78.00
                               004   1804       900       00 0                                               3,072.29
                               004   1804       901       00                                                   462.60
                                          **  JOB TOTALS **                    **                **          29,989.18   **

  A.TORIA BR STEEL SUPERST CONT NO 6268 * FA PROJ NOS                                                                   STATE
                               004   1805       201       00 0                                          10,203,343.1?
                               004   1805       259       00 0                                                   7.67
                               004   1805       269       00 0                                               1,442.76
                               004   1805       269       02 0                                                 338.44
                               004   1805       279       00 0                                               5,?1?.?8
                               004   1805       279       01 0                                            [illegible]
                               004   1805       290       00 0
```

```
                                         ** JOB TOTALS **

W MAIN ST(WILLAMINA)           CONT NO       * FA PROJ NOS                                                                         STATE
                                   336   1474     901      00   Resident Engineer          1,125.95           6,192.10
                                   336   1474     905      00   Final Design               2,178.52           2,178.52
                                   336   1474     905      00 & Final Design                 234.24             234.24
                                   336   1474     910      00   Soils & Geology              521.08           1,100.41
                                   336   1474     911      00   Signing (Traffic)                               132.94
                                   336   1474     914      00   Utility liaison                3.60               3.60
                                   336   1474     921      00   specifications               814.62             814.62
                                   336   1474     922      00   Admin. Svcs Engr.             21.22              21.22
                                         ** JOB TOTALS **              **          4,899.23   **     10,677.65   **

DAVIS LK-WILL HY,CASCADE LKS   CONT NO         FA PROJ NOS                                                                         STATE
                                   518   1434     911      00                                                   444.24
                                   518   1434     918      00                                                   151.31
                                   518   1434     923      00                                                 1,315.36
                                         ** JOB TOTALS **              **                     **      1,910.91   **

CASCADE LCKS HWY-HERMAN C      CONT NO 0000 * FA PROJ NOS                                                                          STATE
                                   614   1496     901      00                                                    66.45
                                   614   1496     905      00                                                 3,541.96
                                   614   1496     910      00                                                 2,617.30
                                   614   1496     920      00                                                   187.30
                                   614   1496     921      00                                                 1,123.39


TAL TO DATE JOB COST SUMMARY                                               MARCH 1981          PAGE  487

                                                                             FISCAL            GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH  YEAR TO DATE   TO DATE
                                   614   1496     922      00                                                     3.96
                                         ** JOB TOTALS **              **                     **      7,540.36   **

                                   626   1453     901      00                                                   122.30
                                         ** JOB TOTALS **              **                     **        122.30   **

INTRSTATE BR TRAF GATES        CONT NO         FA PROJ NOS                                                                         STATE
                                   626   1459     901      00                                                   143.57
                                   626   1459     906      00                                                     8.94
                                   626   1459     923      00                                                    26.25
                                   626   1459     925      00                                                    22.50
                                   626   1459     950      00                            239.04                 239.04
                                         ** JOB TOTALS **              **            239.04   **        440.30   **

MOLALLA BIKE PATH              CONT NO       * FA PROJ NOS                                                                         STATE
                                   803   1401     901      00 8                       41 [illegible]         41 [illegible]
                                   803   1401     905      00                        [illegible]            [illegible]
```

9196

4,

February 26, 1981

Seaboard Surety Company
Seattle-First National Bank Bldg.
1001 - 4th Avenue
Seattle, WA 98154

CON 5
#9196

Gentlemen:

On January 19, 1981, we wrote to you concerning release of final payment on Contract No. 9196 awarded to C. C. Meisel Company, Inc. for grading and paving on West Main Street in Willamina, Yamhill County.

Final payment on this contract is $687.50 and the total contract amount is $24,058.66. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
cc: C. C. Meisel Co., Inc.
P. O. Box 206
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

File

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section & County	Acceptance Date
C.C. Meisel Co.,Inc. No. 9196	Willamina (W. Main St.) Yamhill County	January 16, 1981
Ray Wells, Inc. No. 9173	Reedsport-Clear Lake Douglas County	January 16, 1981
Columbia Excavating,Inc. No. 9087	Mult. County Maint. & Operations Facility Multnomah County	January 16, 1981
R. L. Coats No. 8904	Glenwood Dr.-S.C.L.(Bend) Deschutes County	January 27, 1981
Hamilton Const. Co. No. 9001	N & S Fork Coyote Cr. (Gillespie Corners) Bridges Lane County	January 30, 1981
Oregon Asphaltic Paving Co. No. 8819	SE Duke St.-SE Clatsop St. Multnomah County	February 4, 1981
L. W. Hembree Co. No. 9123	Tualatin Valley Hwy. @ Shute Center Washington County	February 5, 1981
Aubrey Mountain Construction Co. No. 9127	U.S. Feed Canal (Echo) Br. Umatilla County	February 5, 1981
Hensel Phelps Const. Co. No. 8818	Columbia Blvd. (UPRR U'Xings) Multnomah County	February 6, 1981

February 6, 1981 CT Keasey

C. T. Keasey
Asst. State Highway Engineer

NARRATIVE REPORT

Willamina (W. Main St.)
City Street
Yamhill County

Contract No. 9196 Prefix 336-1731
State Project

This work was a small city project designed to improve a portion of a city street which has considerable heavy truck traffic.

This work consisted of widening the west bound 8 feet, cement treating base (in place).the widened area. The depth of treatment to be 12 inches and curbs on west bound side. A 4 inch Class "C" A.C. overlay and 5 foot aggregate shoulder on the east bound side.

The contract was awarded to C..C. Meisel Co., Inc. on Sepetember 9, 1980. The work to be done in 45 Calendar days.

Cement Treated (in place) Base

This work consisted of breaking up and treating the existing material. Mixing in cement, water and compacting to form a stabilized base. Due to the timing of this operation and weather conditions, a chip seal was applied after treating.

Paving

The class "C" A.C. was placed in two seperate lifts of 2 inches each. There were no problems with the paving and it was completed in approx 6 hours.

Concrete Curbs

The curbs on this project are a type 'A' modified with a 7 inch exposure and a 24" wide apron. The wider apron is used to protect an existing 12 inch storm sewer, which is above subgrade elevation. The curb was formed and poured in one day with no problems.

Adjusting Manholes

Manholes were paved over then adjusted to pavement profile and cross-slope,then grouted into place.

Adjusting Inlet

The existing Inlet at Sta. 109+70 ± was raised approx. 2 inches. This was done by removing clean-out box, which was platted steel. The new inlet was made by welding straps to the bottom of the box, then grouting. The finished product looked like the orginal Inlet except the grate was 2 inches higher and grouted in.

Shoulder Aggregate

A 5 foot rock shoulder was placed along the right side of the project. The entire contract amount was only 40 cu. yd.. Additional aggregate was used and more could have been used to taper out further over existing shoulders.

Summary Recommendations

I recommend that the $25,000 limit on small City projects be raised to at least $50,000. As it stands, the projects are so small they won't do a city block.

50 feet east, off the project limits,the A.C. was badly broken up and needing repair. If there was more money, the project could have been extend to include this intersection.

Robert Ackerman
For

Don Thurston
Resident Engineer

DWT:bts

STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION:	Willamina (W. Main Street)	CONTRACT #:	9196
HIGHWAY:	City Street	PREFIX #:	336-1731
COUNTY:	Yamhill	F.A.P. #:	State

Item	Contract Amount	Semi-Final Amount	%(+ or -)
Bid Items	25,422.50	24,601.22	3%-
Anticipated Items	1,100.00	1,100.00	0 ±
Contingencies	1,193.51	0	100% -
Engineering	2,652.25	3,550.00	34% +
Total	30,368.26	29,251.22	4%-

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Quantity	Final Quantity	%(+ or -)
3	Temporary Signs	100sq ft	121	21% +

Portable signs "Flagman Ahead" & "Be Prepared To Stop" were 48" signs instead of the 36" called for in the special provisions.

5	Flagmen	40hrs	69	72.5% +

During construction traffic was restricted to one-way. This required the use of two flaggers at all times

10	Class "C" A.C.	320tons	275	14% -

Due to an apparent error in the original calculations of A.C. quanities. The wrong paving widths may have been used.

11	12-inch sewer pipe	12 lin ft	0	100% -

No pipe was required to tie into existing storm sewer.

9146

L

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willamina (W. Main St.)

WEEK ENDING: 11-22-80

SECTION PREFIX: 336-1731

HIGHWAY: City Street

COUNTY: Yamhill

NAME OF JOB: Willamina (W. Main St.)

KIND OF WORK: Grading & Paving

CONTRACTOR: C.C. Meisel Co., Inc.

CONTRACT NUMBER: 9196

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 9-16-80

DATE WORK STARTED:

ESTIMATED COMPLETION DATE: 11-12-80

AVERAGE FORCE ON PROJECT FOR THE WEEK.

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 45

WORK DAYS USED

CALENDAR DAYS USED 45

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100

PROJECT AUTHORIZATION. $ 30,368.26

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING. $ 27,716.01

ENGINEERING AUTHORIZATION $ 2,652.25

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 26,522.50

ENGINEERING COST TO DATE $ 3,550.00

DATE PROJECT WAS COMPLETED: 11-12-80

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 4 %

PERCENT OF AUTHORIZATION 134 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							320 Tons
TOTAL ESTIMATED QUANTITIES (CONTRACT).							275
TOTAL QUANTITIES CORRECTED TO DATE							275
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							0
NUMBER OF SHIFTS PER DAY							0
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK. None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Working on Semi-Final, Project Completed 11-12-80			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K RECEIVED
NOV 25 1980
CONSTRUCTION BRANCH

Kessey
Jackmond
Hopkins
Williams
Johnson
Glenn
Richards
Berg
Imlocs
Widmer
Gebauer
Church

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Completed 11-12-80, Turned in Semi-Final 11-19-80

SIGNED ____________ LOCATION Salem
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP•F216

7796

September 11, 1980

ACC

City of Willamina
City Hall
Willamina, Oregon 97396

Attn: Mrs. Ann Gast
City Recorder

Dear Mrs. Gast:

On September 11, 1980 a satisfactory bid was received from C. C. Meisel Co., Inc., P.O. Box 206, McMinnville, Oregon 97128 for Willamina (W. Main Street) Section. The advance deposit based on the anticipated construction cost of their bid is as follows:

Bid Items		$25,422.50
Anticipated Additional Items:		
Permanent Signing	$600.00	
Permanent Pavement Striping	500.00	
		$ 1,100.00
4 1/2% Contingencies		1,193.51
10% Engineering		2,652.25
ESTIMATED TOTAL COST		$30,368.26

City's Advance Deposit:
100% of $5,368.26 = $5,368.26 or say $ 5,370.00

This project will be awarded upon receipt of your advance deposit, which should be in this office no later than September 19, 1980.

The attached sheet defines the three options for making your advance deposit. Please select the option you desire and submit your advance deposit in accordance with the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 815: Phil Stearns, Region 2 Federal Aid Specialist
Vern Skoog - Please return completed AD # 815 when advance deposit is received.

Section Willamina (W. Main St.) Programming Estimate $

Highway City Street Project Length 0.06 mi

County Yamhill 8-19-80 Completion Time 45 cal. days

Kind of Work Grading & Paving Est. Comp. Date

Prefix 336-1474 Letting Date Sept. 11, 1980 Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 25,953

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	600	
Permanent Pavement Striping.	500	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______________		
Roadside Seeding & Mulching		$ 1100

8-11-80 Willamina [illegible]

Ed Johnsen says in order to build this project this fall we need to award contract right after Sept. 11 bid opening.

Called [illegible] and told me to advise [illegible] that we will notify them [illegible] they should [illegible] to write check so we may [illegible] within a few days.

Mike Henry
N.W. Cons.
City Engr.

Subtotal

Mike Henry called 8-19-80 2:50 pm said to advertise for bids with no change to plans at this time.

MH

Subtotal

Mike Henry [illegible] advises to [illegible] from 8-21-80 [illegible], going w/ [illegible] ad, revising plans [illegible].

Road Design Engineer

Section Willamina (W. Main St.) Programming Estimate $

Highway City Street Project Length 0.06 m

County Yamhill 8-19-80 Completion Time 45 cal. days

Kind of Work Grading & Paving Est. Comp. Date

Prefix 336-1474 Letting Date Sept. 11, 1980 Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 25,953
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	600	
Permanent Pavement Striping	500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		$ 1100
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
Bikeway Signs		
Furnish Mailbox Posts		
Adjust Utilities:		
Subtotal		$ 27,053
Contingencies (4-1/2%)		1,217 39
Engineering (~~8, 9,~~ 10%)		2,705 30
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 30,975 69

APPROVED

8-19-80

Handed copy to Mike Henry
City's Eng from NW Consultants.
He will get w/ mayor and advise re pulling
from [illegible] letting, going up and
[illegible] le.

Road Design Engineer

Rev. 5/79

OREGON STATE HIGHWAY DIVISION

~~SUPP.~~ ~~BID SCHEDULE~~--COST ESTIMATE

Sheet 1 of 1
Date 8-6-80
County Yamhill
Name Galloway

ection Willamina (N. Main St.)
ind Of Work Curbing & Paving
Length 320'

8-8-80 8

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		Lump Sum	All	(8%)	1950'
Temporary Protection And Direction Of Traffic		Lump Sum	All	—	1300'
Temporary Signs		Sq. Ft.	100	6'	600'
Temporary Barricades		Each	2	125'	250
Flagmen		Hour	40	25.00	1,000'
ROADWORK					
General Excavation		Lump Sum	All	—	1,000.00
Aggregate Shoulders		Cu. Yd.	40	20.00	800'
Cement Treated Base		Sq. Yd.	285	5.00	1,425'
Cement For Treated Base		Ton	10	100.00	1,000'
Class "C" Asphalt Concrete		Ton	320	35.00	11,200'
12-inch Sewer Pipe		Lin. Ft.	12	24.00	288'
Concrete Inlets, Type CG-1		Each	1	550.00	550
Concrete Curbs		Lin. Ft.	320	12.00	3,840
Adjusting Manholes		Each	2	250.00	500
Adjusting Inlets		Each	1	250.00	250'
					25,953

(503) 472-7926
McMinnville

(503) 548-6136
Redmond

CONSULTANTS NORTHWEST
117 EAST 5TH • McMINNVILLE, OREGON 97128
P.O. Box 616

REGION 2 ENGINEER
RECEIVED
☐ RLE AUG 28 1980 ☐ RDE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☑ RFE

August 14, 1980

City of Willamina
P.O. BOX 628
411 N.E. "C" Street
Willamina, Oregon 97396

Honorable Mayor and City Council:

We have completed our review of plans submitted by Oregon Department of Transportation for West Main Street Project and would make the following comments and recommendations.

COMMENTS

1. Based on a project length of 320 feet @ a cost of $30,000, the project breakdown is $93.75 per lineal foot. For this type of project the estimate seems extremely expensive.

2. The use of Class "A" Curb and Gutter does not appear necessary on this project. The street as designed has a slope of approximately 1.40%, coupled with a Catch Basin less that 350 from far end of project.

   A costs savings of over $3.00/Ln. Ft. could be realized by using a standard curb. Also future overlays are easier to place with a standard curb.

3. We do not understand the need for the cement treated base on the northerly side of West Main. We feel a 12" rock base (3/4-inch minus) would serve the same purpose and would be less expensive to construct.

RECOMMENDATIONS

1. Should request a detailed cost estimate from the Transporation Department to determine reasons for costs.
2. Use standard Curb Design and eliminate Class "A" Curb & Gutter.
3. Ask for cost comparison between cement treated base and rock base. If cement base is more expensive, then should require justification of design.
4. We would further recommend that the width of design be increased or decreased to avoid conflict with curb location and storm sewer location.

Should you have any questions, we will be at your next council meeting.

Sincerely,

Michael D. Henry

Michael D. Henry, P.E.
Consultant

MDH:pw

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan & Profile

Temporary Protection And Direction of Traffic To Be Included In Special Provisions

STATE

DEPARTMENT O

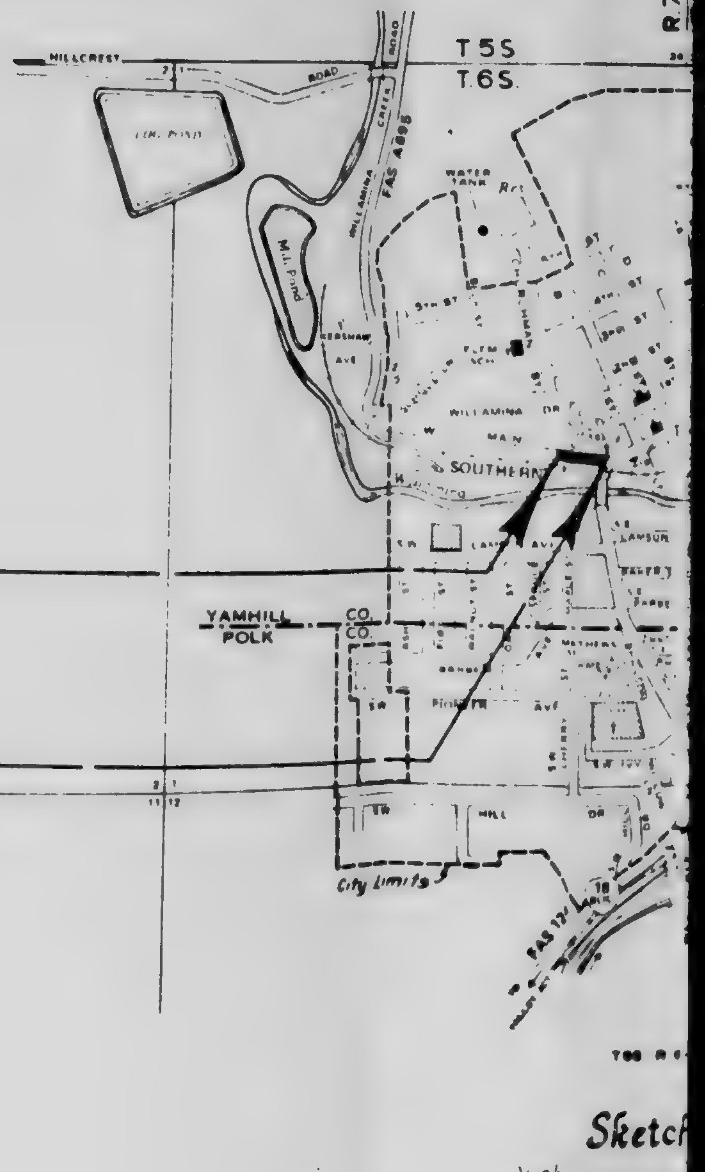
STATE HIG

PLANS FOR

WILLAMINA (V

CITY

YAMH


R.7W
MILLCREST
ROAD
T.5S.
T.6S.
MILL POND
M.L. Pond
WILLAMINA CREEK
FAS A885
WATER TANK
KERSHAW AVE
5th ST
4th ST
3rd ST
2nd ST
ELEM SCH
WILLAMINA DR
MAIN
SOUTHERN
LAWSON
YAMHILL CO.
POLK CO.
PIONEER AVE
HILL DR
City Limits
FAS 121

BEGINNING OF PROJECT
Sta. 106+45

END OF PROJECT
Sta. 109+65

Sketch

Scale 0

STATE OF OREGON

ARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

LLAMINA (W. MAIN ST.) SEC.

CITY STREET

YAMHILL COUNTY

PRELIMINARY COPY
AUG 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

WILLAMINA (W. MAIN ST.) SE
CITY STREET
YAMHILL COUNTY

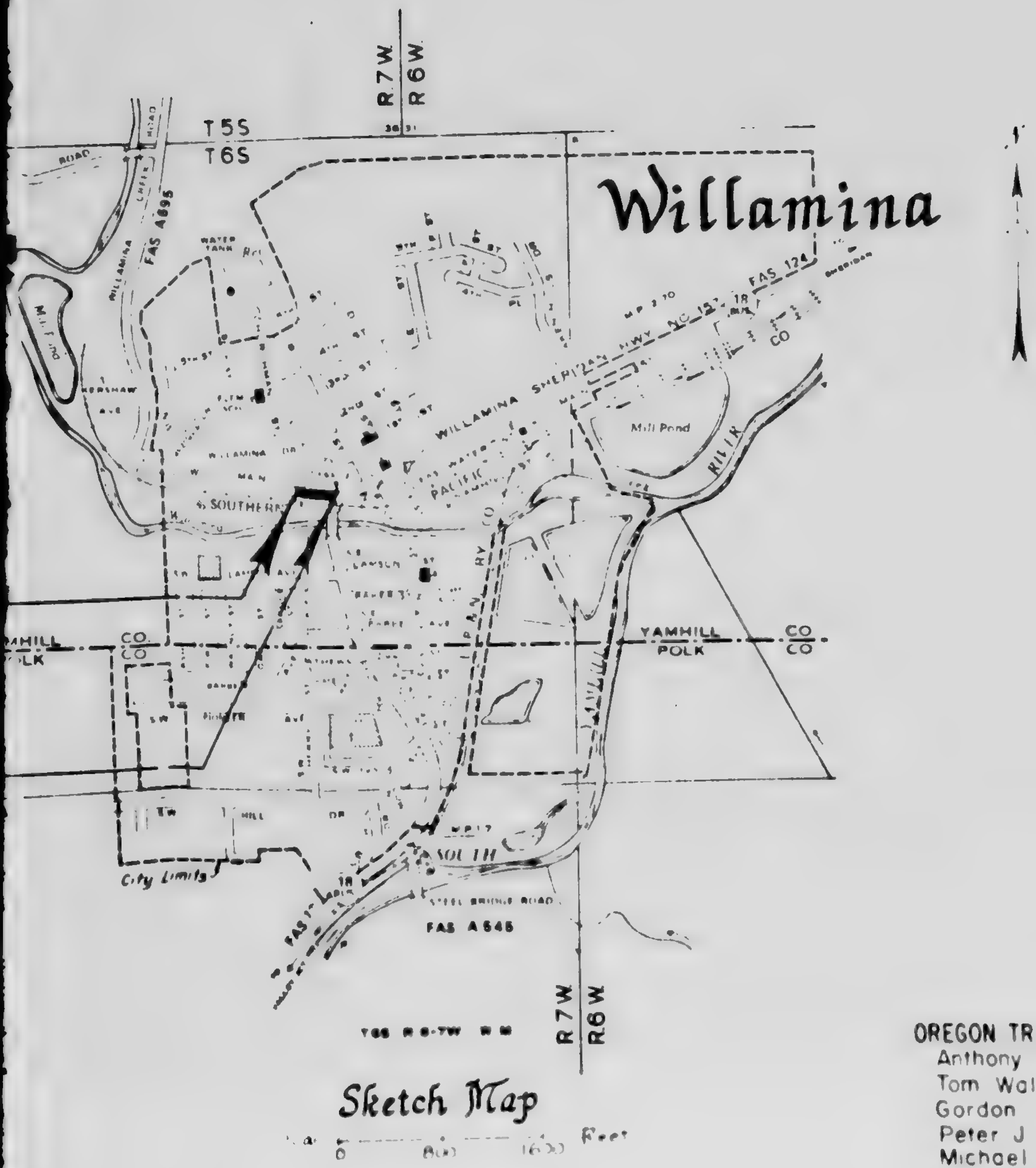
FED. ROAD DIV. No.	STATE	PROJECT NUMBER
10	OREGON	

Astoria
Portland
Newport
Florence
Reedsport
North Bend
Coquille
Roseburg
Gold Beach
Grants Pass
Medford
Ashland
O R E G O N

APPROVED
CITY OF *Willamina*
BY MAYOR *Francis C*
BY RECORDER *Judie*
DATE *8-21-80*

Our City Engineers
with Mr. Stearns

PRELIMINARY COPY
SUBJECT TO CHANGE



Willamina
R7W
R6W
T5S
T6S
FAS A695
WILLAMINA
WILLAMINA SHERIDAN HWY NO. 157
FAS 124
Mill Pond
SOUTHERN
PACIFIC
YAMHILL CO
POLK CO
SOUTH
STEEL BRIDGE ROAD
FAS A648
City Limits
T6S R 6-7W W.M.
0 800 1600 Feet

Sketch Map

OREGON TRANSPORTATION COMMISSION
Anthony Yturri CHAIRMAN
Tom Walsh VICE CHAIRMAN
Gordon Coleman COMMISSIONER
Peter J Brix COMMISSIONER
Michael P Hollern COMMISSIONER
Fred B Klaboe DIRECTOR OF TRANSPORTATION

H S Coulter

E S Hunter

DEPARTMENT OF TRA
FEDERAL HIGHWAY A

APPROVED

FIELD OPERATIONS ENG

F OREGON

TRANSPORTATION

WAY DIVISION

ROPOSED PROJECT

L MAIN ST.) SEC.

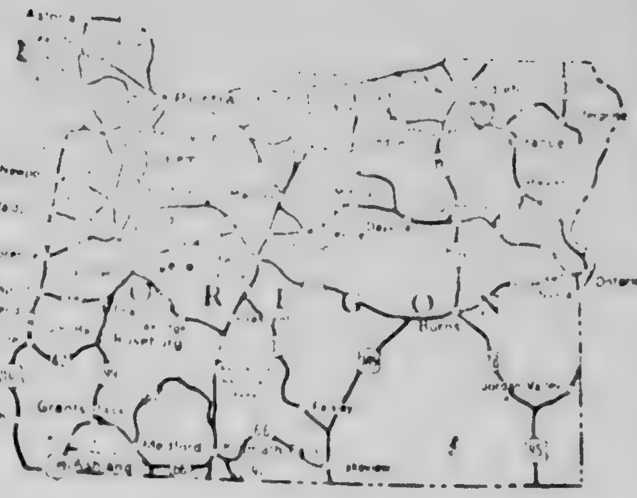
STREET

LL COUNTY

PRELIMINARY COPY
AUG 1980
SUBJECT TO CHANGE
FINAL DESIGN UNIT

WILLAMINA (W MAIN ST.) SEC.
CITY STREET
YAMHILL COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
10	OREGON			1	See Index

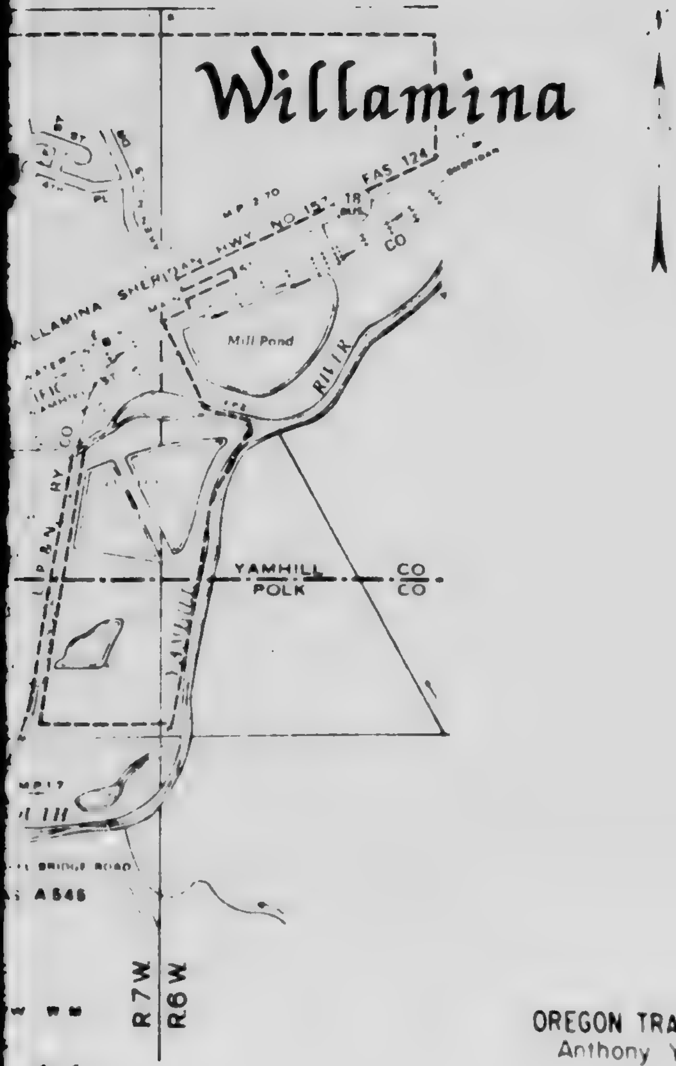


Astoria
Portland
Newport
Eugene
Coos Bay
North Bend
Roseburg
Gold Beach
Grants Pass
Medford
Burns
Ontario

APPROVED
CITY OF Willamina
BY MAYOR Francis C. Eddy
BY RECORDER Judie Scott
DATE 8-31-82

[illegible]

PRELIMINARY COPY
SUBJECT TO CHANGE



Willamina
WILLAMINA SHERIDAN HWY NO. 157
FAS 124
CO
Mill Pond
RIVER
YAMHILL
POLK
CO
CO
ABAS
R7W
R8W

Map

H S Coulter

E S Hunter

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Gordon Coleman	COMMISSIONER
Peter J Brix	COMMISSIONER
Michael P Hollern	COMMISSIONER
Fred B Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

Willamina

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/22/80
Donald L. Rout

Sept 11
~~August 28~~, 180 Bid Letting __________ All Clear Deadline

SECTION Willamina (W. Main St.)
Highway City St.
County Yamhill Region 2
Type of Work G-P Funds City
State___ Consultant ___ Plans Avail.___Yes ___No

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	N/A No Fed Funds
EIS	☒	☐	☐	☐	☐	
Negative Declaration	☒	☐	☐	☐	☐	
Project Assessment	☒	☐	☐	☐	☐	
Write-off Letter	☒	☐	☐	☐	☐	

PERMITS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Division of State Lands	☒	☐	☐	☐	☐	
D.O.G.M.I.	☒	☐	☐	☐	☐	
Corps of Engineers	☒	☐	☐	☐	☐	
Coast Guard	☒	☐	☐	☐	☐	
Co. Conditional Use	☒	☐	☐	☐	☐	
NPS Air Pollution	☒	☐	☐	☐	☐	
NPS Water Pollution	☒	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	
	☐	☐	☐	☐	☐	

CULTURAL:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Cultural Survey	☐	☒	☐	☐	☒	
Cultural Salvage	☒	☐	☐	☐	☐	

NOISE:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
Noise Study	☒	☐	☐	☐	☐	

OREGON STATE HIGHWAY DIVISION sheet 1 of 1
SUMMARY-BID SCHEDULE--COST ESTIMATE Date 6/9/80

Section Willamina-West Main Street County Yamhill
Kind of Work Grade, Pave Length 325 feet Prefix 336-1474

Item NO.		Spec. NO.	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization 8%	110	LS	100	8%	1,800
2	Temp. Protection & Direction of Traffic	111	LS	100	2%	460
3	Temporary signs	111	Sq.ft.	50	10	500
4	Barricades	111	each	2	125	250
5	Flagmen	111	hour	50	22	1,100
6	Removal of Structures & Obstructions	202	LS	100	--	500
7	General Excavation	203	cu.yd	145	12	1,740
8	Trench Excavation	206	cu.yd.	55	15	825
9	Watering	233	m.gal	10	10	100
10	Coarse Aggregate Base	304	ton	180	15	2,700
11	Aggregate in Shoulders	304	ton	10	20	200
12	Class "C" A/C	403	ton	135	35	4,725
13	Asphalt in Tack Coat	407	ton	1	300	300
14	12" Storm Sewer	603	ln.ft	325	20	6,500
15	Type-G Inlet	604	each	1	500	500
16	Type-C Concrete Curbs	609	ln.ft.	340	5	1,700
17	Adjust Manhole	628	each	2	250	500
18	Adjust Inlet	628	each	1	250	250
						24,650
	20% Eng. & Contingencies					4,950
	TOTAL					$29,600

NARRATIVE REPORT OF SURVEY

WEST MAIN STREET (WILLAMINA)
Yamhill County

June 1980

History

The Authority for Survey was prepared the first part of December 1979. Warren Mueller's crew did the field work in the spring of 1980 and turned the office portion over to us.

Using the typical section as shown on the survey order and running the length desired, we arrived at a construction figure of about $109,000. Obviously, since the city only has $25,000 plus $5,000 of their own funds, a drastic trimming had to be done. We went to the city with the problem with two basic approaches. One - only overlay the existing pavement, but leave everything else as it is. The second was to do the job as per the plan but run it only as far as the $30,000 would allow. These were carefully studied by the city and on May 30, they sent me a letter (a copy of which is attached) requesting that we proceed with the second alternate described above. After doing some "cutting and trying", I find we should be able to do about 325 feet, running from the edge of the intersection with the highway, approximate Station 109+65, back to 106+40.

Typical Section

Overlay the existing pavement with 1.5 inches of Class 'C' A/C, cut the northerly side from the edge of the existing pavement out to the proposed curb line, a width of 10 feet ± to a face of curb width of 21.5 from centerline. This will be filled with 9 inches of aggregate base and topped with 3 inches of A/C pavement. We have used a Type-C curb as the cost of this is considerably less than Type-A. The right shoulder will remain as it is with the addition of enough shoulder aggregate to cover the new pavement edge.

Horizontal Alignment

The line follows the center of the existing roadway. Apparently, the survey crew split the existing pavement on an average and used this for their "P" line. They tied some property corners, existing sidewalk and utility poles along the way. The property corners on the westerly end appear to be in a good line as do the utility poles and the sidewalk. The latter generally run parallel through the length of the job but the property corners have some divergence on a couple, though they too are parallel. As a result, it appears that the line established on the ground is about as good as we can get. A requirement of the city was that the line be developed in such a manner that the utility poles could remain "as is" in a strip between the curb and the new sidewalk which they will build later.

Vertical Alignment

No change from the existing. The old pavement will be overlaid with 1.5 inches of new pavement and the new grading will be done to match.

Materials

Since the quantities are quite small, commercial sources are recommended.

R/W None needed.

Structures None

Drainage The drainage at present is open ditch on the westerly end to just short of Station 100 where it runs into a 12" storm sewer. This continues for the remainder of the project. However, it is fairly shallow such that where we begin grading, it will have to be covered. We have shown a type-G inlet for the westerly end of our work, the reason being that it will connect the sewers and by installing it a little low, allow any surface drainage which may be running on the shoulder to be picked up below the new finish grade. We are adjusting the existing inlet just westerly from Station 110 where the new storm sewer will end. The drainage on the right will continue to run in the existing ditch along the railroad.

Stage Construction This should not cause much of a problem. There are some approaches on the left side which probably will require maintenance during the construction work. Other than that since the main roadway will be left in place, there should be no major problems.

There will be some flagging necessary during the paving operations at the intersection with the highway on the east end. We have established a bid item to cover this.

Utilities There should be virtually no conflict with the power and telephone as both are outside the work area. There probably will be a conflict with the gas line where it runs parallel with the roadway on the north side back to Station 109. The city has an 8-inch sanitary sewer running beneath the existing pavement on the north side. This has two manholes which will require adjustment. We have included these in our contract to be adjusted. However, it is possible that this could be taken care of by the city which would decrease the contract amount by about $600. There may be conflicts with this line where service laterals come in from the north side. Finally, there is a 10" water line along the north side about 15 feet from the center of the road. The main should be deep enough that we won't get it, but there are sewer connections which probably will require adjustment because of the new grading.

Bid Items Items 1 - 5 are standard.

Item 3 - Temporary signs, appears to need a construction sign on the main highway each way from the work area and one on the west end of the job. Since this is in the city where the traffic speeds are low, I anticipated the use of 36" signs. This will allow some extra for the placement of flagmen signs for the anticipated brief period when the contractor is paving the connection on the east end.

Item 5 - Flagmen. As mentioned above, I only anticipate the need for flagmen during the paving with this mainly necessary when they make the connection to the Willamina-Sheridan Highway on the east end.

Item 6 - Removal of structures and obstructions will consist mainly of the removal of the existing storm sewer.

Item 7 - General excavation is the grading from the edge of the existing pavement out on the left side. This will be excess and wasted by the contractor.

Item 8 - Trench excavation covers the work to install the new storm sewer line below the widened roadbed section.

Item 9 - Watering. This could be deleted if desired. I have included it such that the engineer would have some dust control measures if needed.

Item 10 - Coarse aggregate base. The project has been computed on the basis of a 9-inch depth in the new grading section on the left.

Item 11 - Aggregate in shoulders covers the placement of a small amount of material on the right side to cover the edge of the new pavement overlay.

Item 12 - Class "C" A/C was chosen because of the comparatively shallow overlay depth and the more readily available mix from commercial sources. This has a depth of 1.5 inches over the existing roadway and 3 inches on the new work.

Item 13 - Asphalt in tack coat will be needed for the overlay of the old pavement plus a fog coat between the lifts of the new pavement in the widening area.

Item 14 - 12" storm sewer. The existing line in the area is a little too shallow to remain in place. We will use a type-D inlet on the west end of the new sewer to make a transition between the grades and what may be needed for the difference in alignment. We are going to be shallow with the new line having about 0.5 cover over the bells. This will require class V pipe.

Item 15 - Type-G inlet is planned to be placed at the westerly end of the project where the new and old sewer lines meet. This probably needs to be installed a little lower then the normal grade to facilitate picking up the surface drainage from the old gravel shoulder area to the west whenever the project is extended. This inlet may be adjusted to fit the correct grade.

Item 16 - Type-C concrete curb. Originally this was to be Type-A but due to the expense involved, we have gone to "C".

Item 17 - Adjust manholes. There are two on the sanitary sewer line which will require some minor adjustment. As mentioned earlier, these could be taken care of by the city if so desired.

Item 18 - Adjust inlet. The existing inlet opposite Station 109 + 75 will be accepting the new sewer run. The outfall elevation is deep enough that the box can stay in place, though it probably will require some minor adjustment on top to catch the new gutter drainage.

City of Willamina
Willamina, Oregon 97396

May 30, 1980

Loren Weber
Oregon State Highway Division
P.O. Box 14030
Salem, Oregon 97310

Dear Mr. Weber:

Mayor Eddy has instructed me to inform you that the city desires to use Alternate No. 3 for our West Main Street Project.

This would be complete with curbs as far as funds will allow with the city funds of $5,000, in addition to the $25,000 from the Special City Allotment Fund.

Sincerely,

Judie Scott

Judie Scott
City Recorder

117 DOT Building
Salem, Oregon 97310

Highway # 936

Attention: Right-of-Way Section

5-15-80

Prefix 336-1474

Subject: Federal Aid Project No.
Project Name Willamina (W. Main St.)
W. Main St.

Regarding the above referred to project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☑ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Willamina, Oregon, this 15 day of May, 1980

City of Willamina

Certified By:

Regional Right-of-Way Supervisor
Date 6/5/80

Francis C. Eddy
Mayor

Judie Scott
City Recorder

Instructions: Complete A or B and C.
R/W File No. ____
Rev. 1/76

January 7, 1980

AGR 4-1

City of Willamina
City Hall
Willamina, OR 97396

Attention: Judie Scott
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7817

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the improvement of West Main Street (Willamina-Sheridan Highway to City Limits) in Willamina.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

Form 81-734-3039

(WWM0001)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section West Main Street - Willamina

Highway City Street

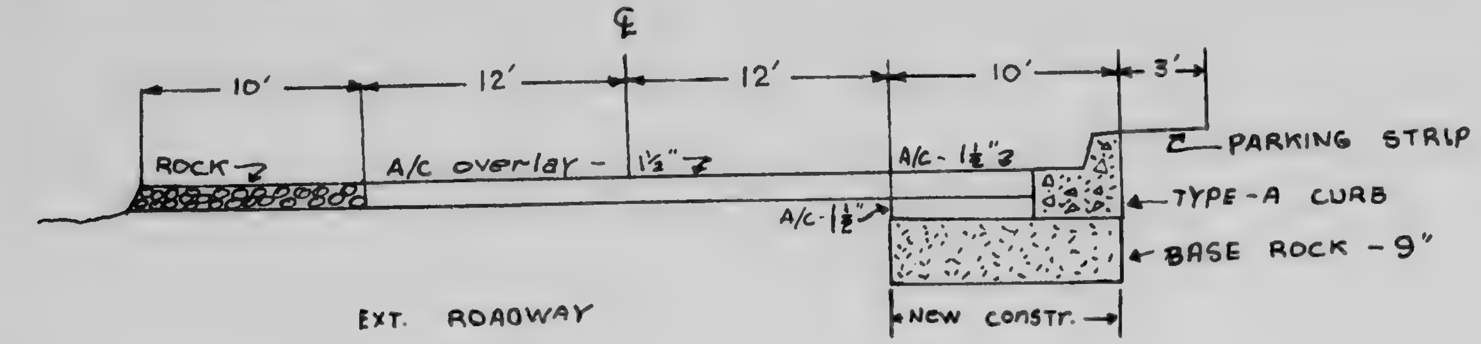
County Yamhill

Date 12/5, 1979

Authorization No. 1

Survey Prefix 336-1474 (Assigned by Salem office)

Description of termini, route, length, etc.: The westerly terminus is the junction with the Willamina-Sheridan Highway. The easterly terminus is the east city limits of Willamina. The length of survey is 1364 feet.



Purpose of survey: Prepare plans, specifications and cost estimate to widen West Main Street to the north to accommodate two travel lanes, a parking strip and Type A curb as funds permit.

Estimate of Costs:

Resident Engineer	(901)	$3,000
Final Design	(905)	2,000
Soils & Geology	(910)	1,000
Utility Liaison	(914)	500
Specifications	(921)	800
Adm. Serv. Eng)	(922)	50
Environmental	(923)	50

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$7,400
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: Frank E. Perpin

Location Engineer

Approved: E S Hunter

Assistant State Highway Engineer

SP*19760-734

November 20, 1979

INT 3-2

City of Willamina
City Hall
Willamina, Oregon 97396

Attn: Fred Greb
Public Works Director

Dear Mr. Greb:

Your proposed project on W. Main Street (Highway to W. City Limits), was submitted and approved by the Transportation Commission for construction in 1980 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $29,640 with the State contributing $25,000.

The next step is for us to prepare a Construction Agreement and submit it, through our Region Office, for your City Council to consider and approve.

If you have any questions, feel free to contact this office, 207 Transportation Building, Salem, Oregon 97310, Phone 378-6011, or:

Philip Stearns
Regional Federal Aid Engineer
P.O. Box 14030
Salem, Oregon 97310
Phone: 378-2626

Very truly yours,

D. E. Swan
Operation Programming Engineer

FTH:pf

cc: Region 2

INT 3-2

DATE: November 6, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Special City Allotment
1980 Program
Finance Approval

Presented herewith at the November meeting will be the attached tabulation showing the distribution of 1980 Special City Allotment Program Funds.

This allocation has been distributed in accordance with the Working Agreement, as developed with LOC.

SCA Funds for the projects are estimated for Fiscal Year 1980 at $250,000, with Local Agency's match funds at $164,105.

The program projects have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the necessary agreements for and on your behalf.

Attachment

FFH:pf

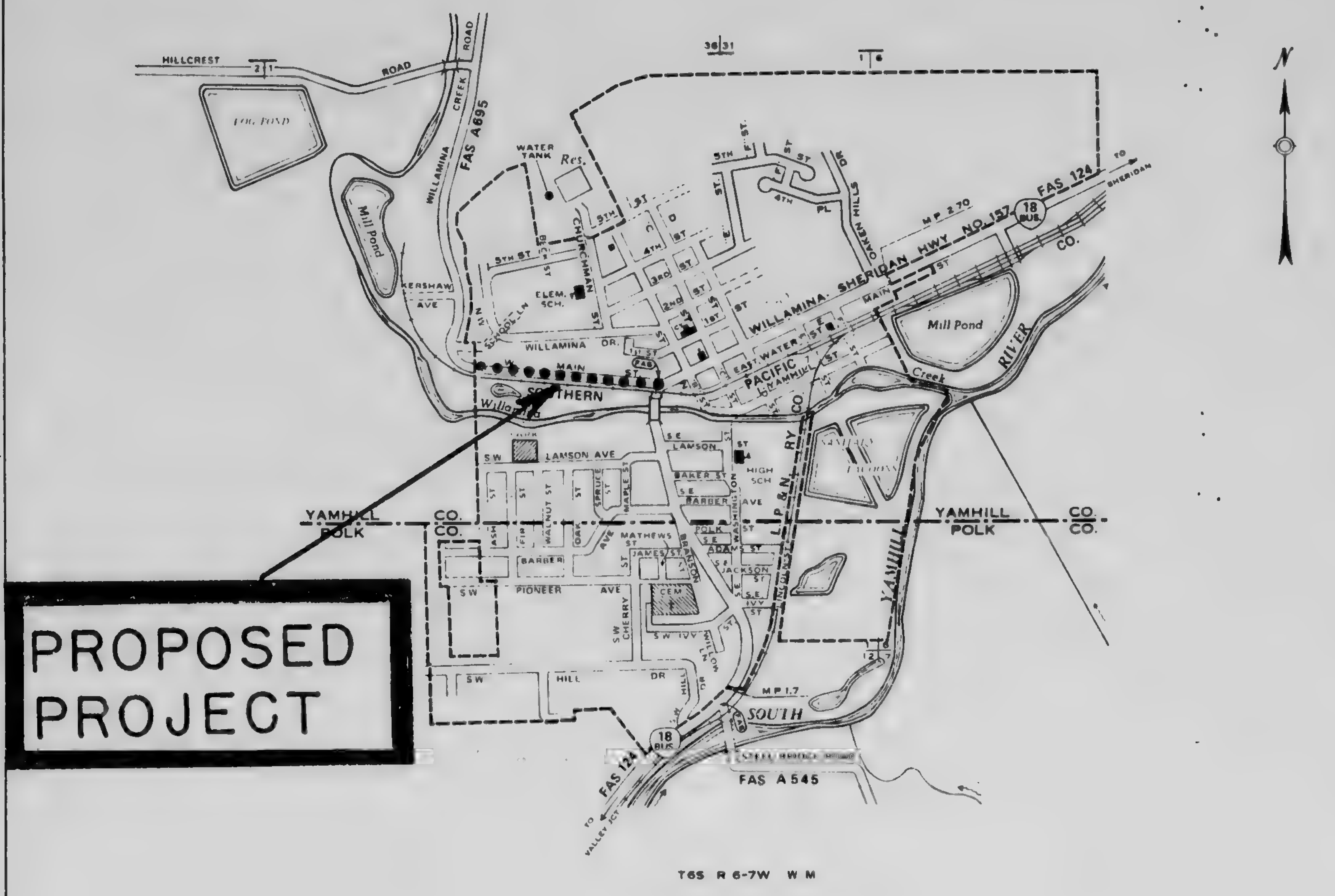
bcc:
F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
D. H. Moehring
R. L. Schroeder
C. T. Keasey
J. H. Versteeg
C. O. Christensen
D. E. Swan
G. Bell

City of Willamina
Proposed Special City Allotment Project

The City of Willamina is requesting a $32,640 project for preliminary engineering and construction of 0.81 miles of widen and paving on West Main, (Willamina - Sheridan Hwy. to City Limits). The project will provide plans and contract documents for widening, base, pave and curbs. The State will perform the preliminary and construction engineering work. All costs over Preliminary Engineering and $25,000 Construction costs will be provided by the City of Willamina. In Summary:

Jurisdiction	Section	Total Est. Cost	SCA Funds	City Share	State Share
City of Willamina	West Main (Willamina - Sheridan Hwy. to City Limits)	$32,640	$25,000	$4,640	$3,000

This office investigated the proposed project confirming its validity and financing utilizing Special City Allotment Funds.


PROPOSED PROJECT
N
HILLCREST
ROAD
LOG POND
Mill Pond
WILLAMINA CREEK ROAD
FAS A695
WATER TANK
Res.
5TH ST
4TH ST
3RD ST
2ND ST
1ST ST
CHURCHMAN
ELEM. SCH.
KERSHAW AVE
WILLAMINA DR.
MAIN ST
SOUTHERN
PACIFIC
Willamina
WILLAMINA–SHERIDAN HWY NO. 157
MP 2.70
FAS 124
18 BUS.
TO SHERIDAN
Mill Pond
Creek
RIVER
YAMHILL
CO.
EAST WATER ST
LAMSON AVE
LAMSON ST
BAKER ST
BARBER AVE
HIGH SCH
YAMHILL CO.
POLK CO.
WALNUT ST
MATHEWS ST
JAMES ST
POLK ST
ADAMS ST
JACKSON ST
IVY ST
BARBER
PIONEER AVE
CHERRY
HILL DR
CEM.
SEWAGE LAGOON
L.I.P. & N. RY CO
MP 1.7
SOUTH
FAS 124
FAS A545
TO VALLEY JCT
38|31
1|6
2|1
12|7
T6S R 6-7W W M

LEGEND

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- TERMINATION OF FA SYSTEM
- DIVIDED HIGHWAY
- STREET OPEN FOR TRAVEL

- POST OFFICE
- SCHOOL
- CITY CENTER
- CITY LIMITS
- PUBLIC AREA
- PUBLIC BUILDING
- COURT HOUSE
- CITY HALL
- ARMORY
- LIBRARY

WILLAMINA

POLK-YAMHILL COUNTIES, OREGON

PREPARED BY THE
OREGON DEPARTMENT OF TRANSPORTATION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised October 1977

Population 1,375

SCALE

800 0 800 1600 2400 FEET

250 0 250 500 750 METERS

Copies of this map are available at nominal cost from Oregon Dept. of Transportation, Salem, Oregon 97310

9173

October 31, 1979

INT 3-2

City of Willamina
City Hall
Willamina, Oregon 97396

Attn: Judie Scott
City Recorder

SUBJECT: SPECIAL CITY ALLOTMENT PROGRAM

Dear Ms. Scott:

Your project request for improvement on West Main is now estimated to cost $77,640 with the City's cost being $52,640. If this estimated cost is within your financial means, please notify Fred Hildebrandt, 207 Transportation Building, Salem, Oregon 97310, Phone: 378-6011, by mail or phone no later than November 7, 1979. This program will be presented to the Transportation Commission at its meeting on November 20, 1979.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

FFH:pf

cc: Region 2, Phil Stearns

FILES August 20, 1979

Fred Hildebrandt
Special Programs Engineer

City of Willamina

I contacted the representative Fred Greb and he in turn got ahold of the Mayor and the three of us went out and walked over the project. The City would like the State to administer the project. They do want to cut down on the northerly side to make a parking strip. The main roadbed is showing some wear and will probably show alot more in the near future. There are approximately 175 logging trucks going in and out to the mill, also several chip trucks. The chip trucks run approximately 18 to 20 hours a day. The mill is expanding with a $9 million expansion and reconstructing approximately 3,000 feet of roadway by the mill area. The county is reconstructing and widening the roadway up to the City limits. The City would like this project to widen to the Willamina Highway. All the employees of the mill use this street. There is a recreational area further out. Willamina has had a housing boost in the last few months of approximately 84 new homes. They figure about a 15% increase in population. The City would also like to put a curb along the northerly side and leave approximately a 3-foot utility strip so that the power poles would not have to be moved. They do have a little problem with the sidewalks along the north side. Some are approximately 6 to 8 inches higher than others. They would have the property owners pay to replace these sidewalks. Chip trucks, logging trucks and generally traffic seems to keep a heavy traffic pattern on this particular road. There is a railroad track on the southerly side of the road, therefore crowding it, but they only want to widen on the northerly side. The City did say State administered and they could put in approximately $5,000.

I believe it is a good project and I would give it a 20 less 3 previous projects for a 17.

FFH:pf

SPECIAL CITIES ALLOTMENT

RESOLUTION 1978-1979 — 13

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Willamina is an incorporated city of the State of Oregon and has a population of 1448 as given by the latest official census; and

WHEREAS, the following streets of said city, West Main St. from Main St. (St. Hwy 18B) to West City Limits

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

1977 Revision

4. That the City of Willamina does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Fred Greb as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 28 day of June, 1979.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Willamina at a regular or special meeting of said Council, held on the 28th day of June, 1979, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 29th day of June, 1979.

Judie Scott
City Recorder

Revised 1-1-79

SPECIAL CITY ALLOTMENT APPLICATION

CITY OF Willamina, Oregon Date June 28, 1979

Street Name West Main (From 18B Hiway To City)
(Locate project on attached map)

Project Length 1364 Feet

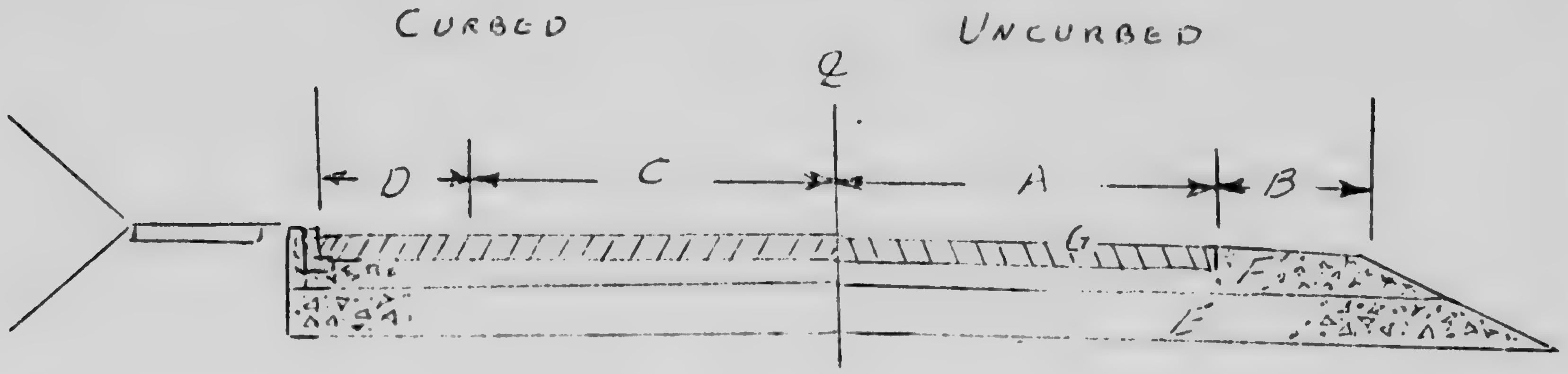
Up to $25,000 Special City Allotment Funds and Unknown City Funds

City Funds will be available after (Date) July 1, 1979

ROADWAY PROJECT DATA

DESIRED STREET SECTION:

TYPICAL SECTION



		EXISTING	MINIMUM	PROPOSED
Uncurbed Street:	A - width of travel way:	24 Feet	12 Feet	30 Feet
	B - width of shoulders:	10 Feet	4 Feet	7 Feet
Curbed Section:	C - width of travel way:	Feet	12 Feet	Feet
	D - width of parking:	Feet	6 Feet	Feet
Base Design:	E - Base Course:	Inch	9 Inch	Inch
	F - Leveling (Optional):	Inch	2 Inch	Inch
	G - Type of Surfacing: (I.e. Oil, Pave or Gravel)	Asphalt	Asphalt	Asphalt
	Depth of Surfacing	Inch	3 Inch	3 Inch

Can street be closed during construction? No X Yes ____

Has City established grade on street? No ____ Yes X

Site for disposal of excess excavated material: Sewer Lagoon Area

Remarks: ____

DRIVEWAYS:

Construct as part of project? No X Yes ____ How many? ____

Does city ordinance specify width and number of driveways permitted? No ____ Yes X

Remarks: ____

CONCRETE CURBS:

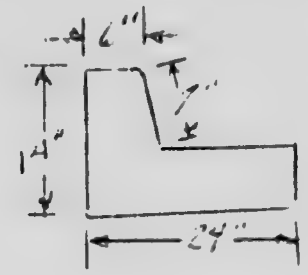
Construct as part of project. Yes Now in place No

Width between present curbs: — Feet

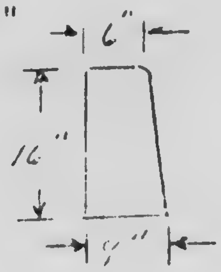
Length of desired radius on curb returns: ____ Feet

What type of curbs does city desire? Monolithic

A ____
Monolithic



B ____
Type "C"



C ____
Other

Explain Curbs one side only

SIDEWALKS:

Construct as part of project. No X Yes ____

Width	Length	Side of Street	
____ feet	____ feet	North ____	East ____
____ feet	____ feet	South ____	West ____

Distance between present sidewalks: 1 walk feet

Is utility strip required? No ____ Yes X : Width: 4 feet

Remarks ____

STORM SEWERS:

Construct as part of project. X Now in place Partial

Are they adequate for increased flow? No ____ Yes X

Indicate depth of main lines from present surface: unknown feet

(Show location of outfall on attached map)

SANITARY SEWERS: (City to adjust if required)

Now in place? No ____ Yes X

Depth of sewers from present surface: 3 feet

Remarks: ____

BRIDGE PROJECT DATA

does not apply

1. Name of Bridge:____________________ Bridge No.________________
2. Name of River or Stream:______________________________
3. Does City wish a particular type of bridge design? No____ Yes____

   Type desired:______________________________________

4. Roadway width of bridge:______________________________
5. Width of sidewalks: on upstream______downstream______side of bridge?
6. Will detour be constructed and maintained by City?________________

   By contractor?________________

7. Construct approaches or connections? By City__________ By Contractor________
8. Will old bridge remain in place?______ Removed by City?______________

   By Contractor?________________Salvaged for future use?__________

9. Lightpost bases and conduit installed? No______ Yes_______
10. Will any of the following utilities be attached to this structure?
    - a) Water Mains: No____ Yes____ Size________
    - b) Sanitary Sewer Mains: No____ Yes____ Size________
    - c) Storm Sewer Mains: No____ Yes____ Size________
    - d) Gas Mains: No____ Yes____ Size________
    - e) Power Lines: No____ Yes____
    - f) Telephone Lines: No____ Yes____
    - g) Other Utilities?______________________________
11. Remarks:______________________________________

GENERAL INFORMATION:

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? No X Yes____

State to furnish right-of-way descriptions? No X Yes____

WATER MAINS: (City to adjust if required)

Now in place? No____ Yes X How deep from present surface? 3 feet

Remarks____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment)

Gas lines? No X Yes____ Company?____

Electric Poles? No____ Yes X Company? P.G.E.

Telephone poles? No____ Yes X Company? Same

Railroad tracks? No X Yes____ Company?____

Is crossing presently protected by automatic railroad signals? No____ Yes____

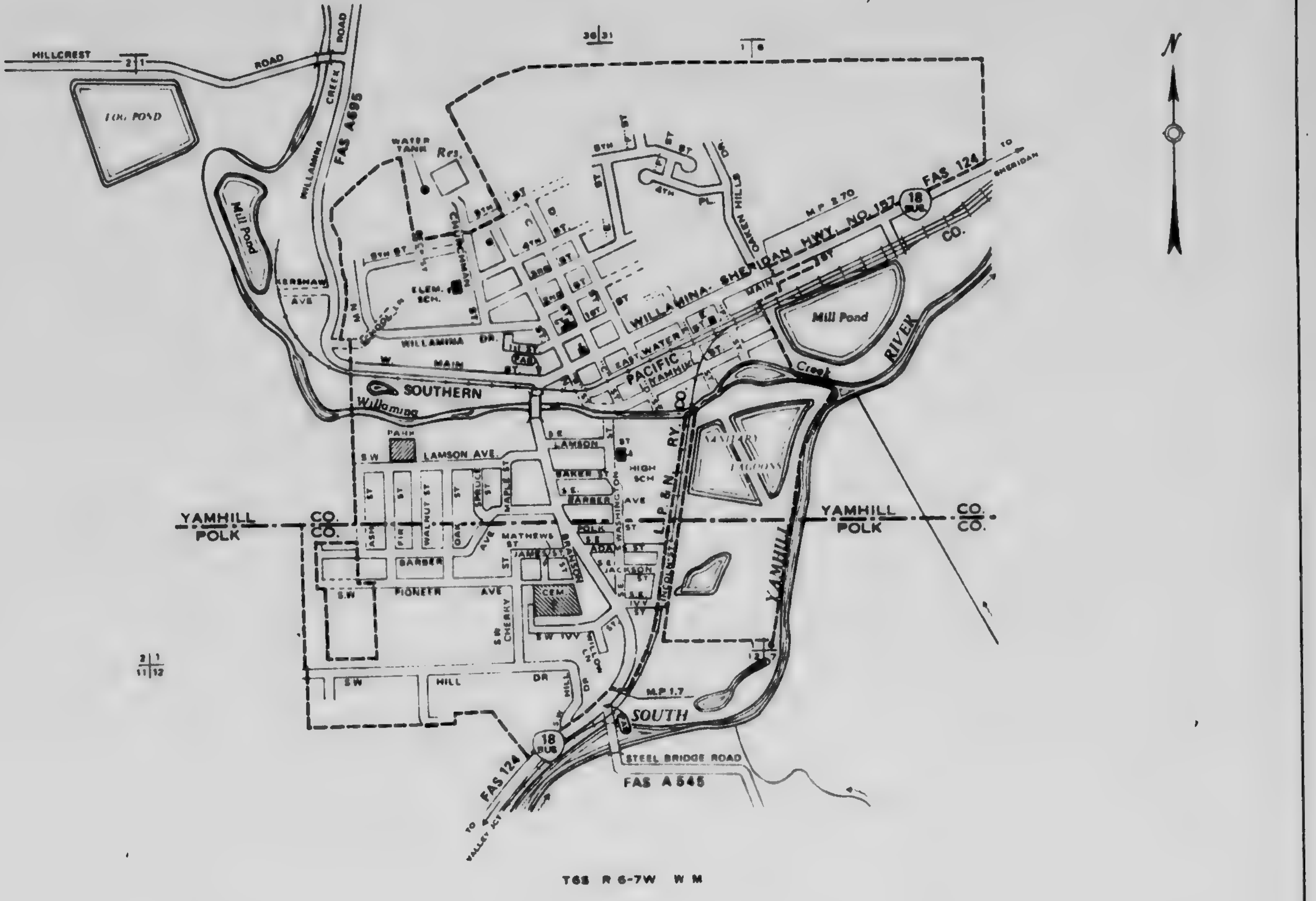
Remarks:____

General remarks: Heavy Traffic From Logging, Lumbering, Rock, and Farming. Traffic From County + State + Federal Forestry

By____
Mayor

By____
City Recorder

By____
City Administrator or City Engineer


HILLCREST ROAD
2 | 1
36 | 31
1 | 6
LOG POND
Mill Pond
WILLAMINA CREEK ROAD
FAS A695
WATER TANK
Res.
ELEM. SCH.
KERSHAW AVE
SCHOOL LN
WILLAMINA DR.
W. MAIN ST
SOUTHERN
PACIFIC
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SE LAMSON
HIGH SCH
BAKER ST
SE BARBER AVE
WASHINGTON ST
ASH
FIR
WALNUT ST
OAK
SPRUCE ST
MAPLE ST
MATHEWS ST
JAMES ST
POLK ST
SE ADAMS ST
SE JACKSON ST
SE IVY ST
BARBER
SW PIONEER AVE
SW CHERRY ST
CEM.
SW IVY
SW HILL DR
P. & N. RY. CO.
SANITARY LAGOONS
YAMHILL CO.
POLK CO.
2 | 1
11 | 12
12 | 7
M.P. 1.7
SOUTH
18 BUS
FAS 124
TO VALLEY JCT
STEEL BRIDGE ROAD
FAS A545
N
T6S R 6-7W W M

LEGEND

INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
DIVIDED HIGHWAY
STREET OPEN FOR TRAVEL

POST OFFICE	PUBLIC BUILDING
SCHOOL	COURT HOUSE
CITY CENTER	CITY HALL
CITY LIMITS	ARMORY
PUBLIC AREA	LIBRARY

WILLAMINA

POLK - YAMHILL COUNTIES, OREGON

PREPARED BY THE
OREGON DEPARTMENT OF TRANSPORTATION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised October 1977

Population 1,375

SCALE

800 0 800 1600 2400 FEET

250 0 250 500 750 METERS

Copies of this map are available at nominal cost from
Oregon Dept. of Transportation, Salem, Oregon 97310

Date 2-9-79 PROJECT MANAGEMENT OFFICE MEMO

Subject SCA & Other Programs File No.

Received [✓ (call)] ~~(visit)~~ from Bob Alberts

Address P.O. Box 759 Redmond 97756

Made (call) (visit) to Phone 548-6136

Reason for contact and general discussion:

Consultants Northwest - Redmond

Tony Kritch - Mike Henry - Bob Alberts

Retained Engrs for Lafayette - Dayton - Willamina - Etc

SCA program data sent 2/9/79 per request

Mailed 2-9-79 H.

2/15/79 Copy of all program agreement & letters mailed today Dott-

Signature D. Hall

File	( )	( )	(✓)	( )	( )	(✓)	( )	( )
Circulate:		PME	LGE	OPE	FAE	CCE	OM	Other

N M

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

City: Willamina Date ______
Population: 1974: 1280 1979: 1440
Street: W. Main (Hwy to W. City Limits)
Project Length 0.26 Mile
1364 ft.
Right-of-Way Width 60 Feet

No. of Previous Projects 3
Last Project 1958 (Year)
Total SCA Funds $ 35,310
Funds/Capita $ 24.44
Average/Capita $ 35.80

	Existing	Minimum	Proposed
Uncurbed Street			
Width of Travelway:	ft.	12 feet	30 ft.
Width of Shoulders:	ft.	4 feet	7 ft.
Curbed Street			
Width of Travelway:	ft.	12 feet	ft.
Width of Parking:	ft.	6 feet	ft.
Base Design			
Base Course:	in.	9 in.	9 in.
Leveling Course (Optional):	in.	2 in.	in.
Type of Surfacing: (i.e.: Oil, Asphalt, Gravel)		Asphalt	Asphalt
Depth of Surfacing:	in.	3 in.	3 in. 1½ overlay

Type curbs: Monolythic Walks: Width ______ ft. Length ______ ft.
Can street be closed during construction? No X Yes ______
Remarks: ______

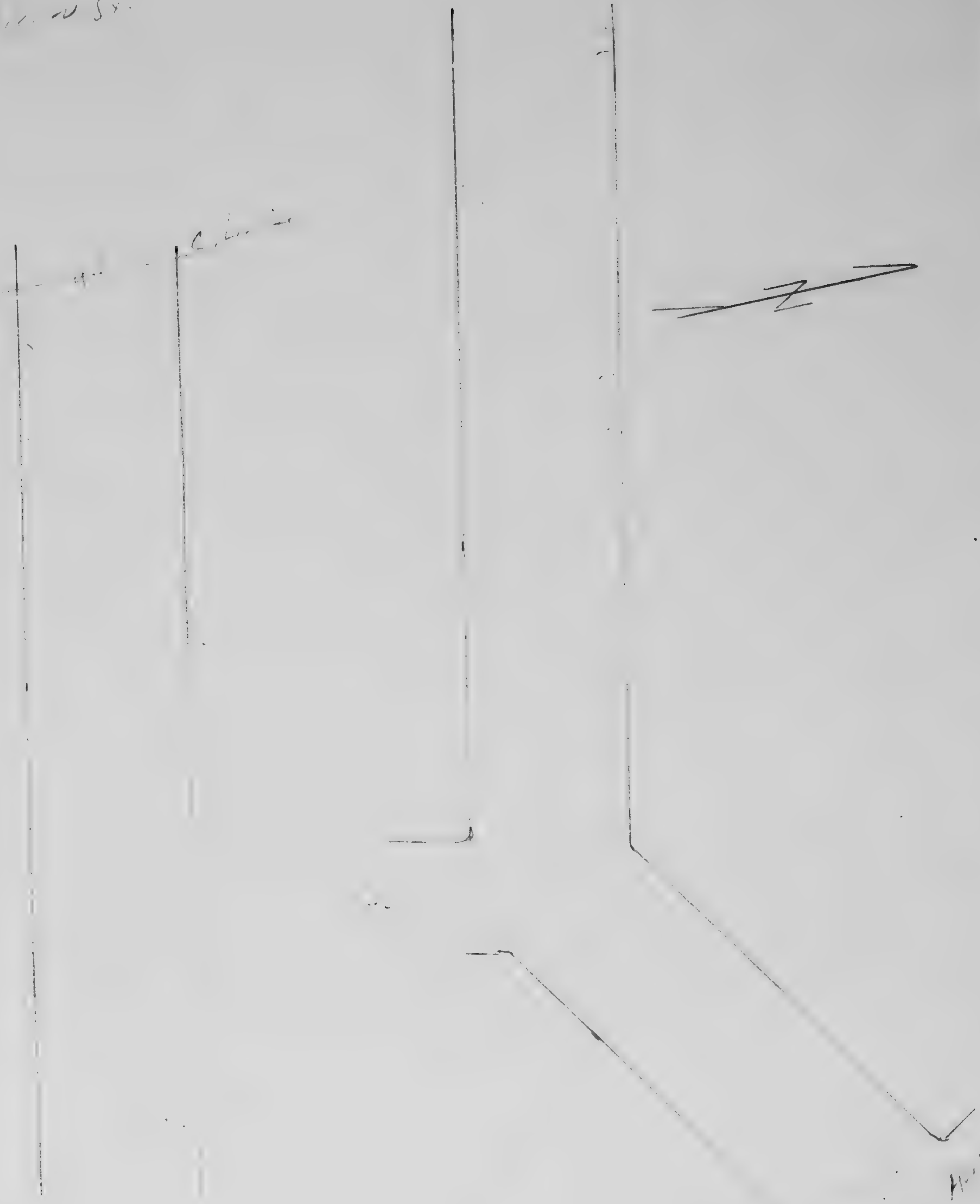
ESTIMATE Prelim Pr. 9-6-79 LL

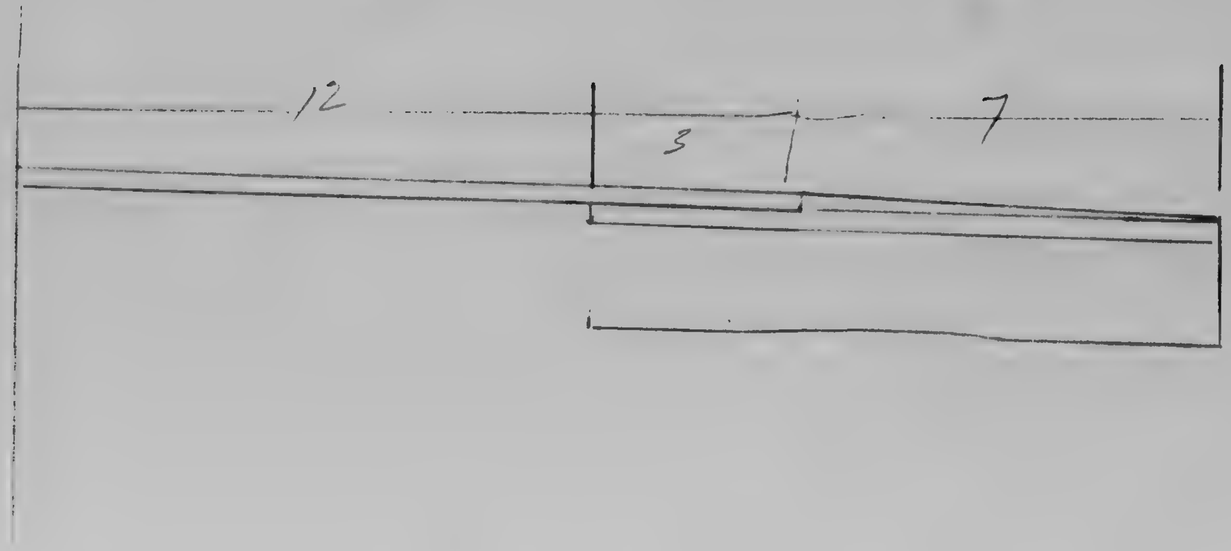
	Unit	Gross*	Price	Amount
MOBILIZATION	ALL	$ 8%	$	$ 4370
TEMP. PROT. & DIRECT TRAFFIC	ALL	3%		1640
GENERAL EXCAVATION	CU. YD.	550	10.00	5500
1½-0 AGGR. BASE 9 DEEP	SQ. YD.	1670	6.50	[illegible]
CEMENT TREATED SUBGRADE	CU. YD.			
CEMENT IN TREATMENT	TON			
CLASS "C" AC 3 DEEP	SQ. YD.	3800	6.50	24,700
CONCRETE INLETS	EACH			
CONCRETE CURBS (Rt Side Only)	LIN. FT.	1360	10.00	[illegible]
CONCRETE WALKS	SQ. YD.			
CONCRETE DRIVEWAYS	SQ. YD.			
___INCH SEWER PIPE	LIN. FT.			
___INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH			
ADJUST INLETS	EACH			

Flagging 120 Hrs @ 20.50	2[illegible]
Total	$ [illegible]3,1[illegible]
Engineering & Contingencies (20%)	12,6[illegible]
Total	$ 75,750
City's Estimated Share of Survey	$ 1,8[illegible]
TOTAL ESTIMATED COST	$ 77,6[illegible]

*Items include 10% allowance.

Willamina
W. Main St.





[illegible]

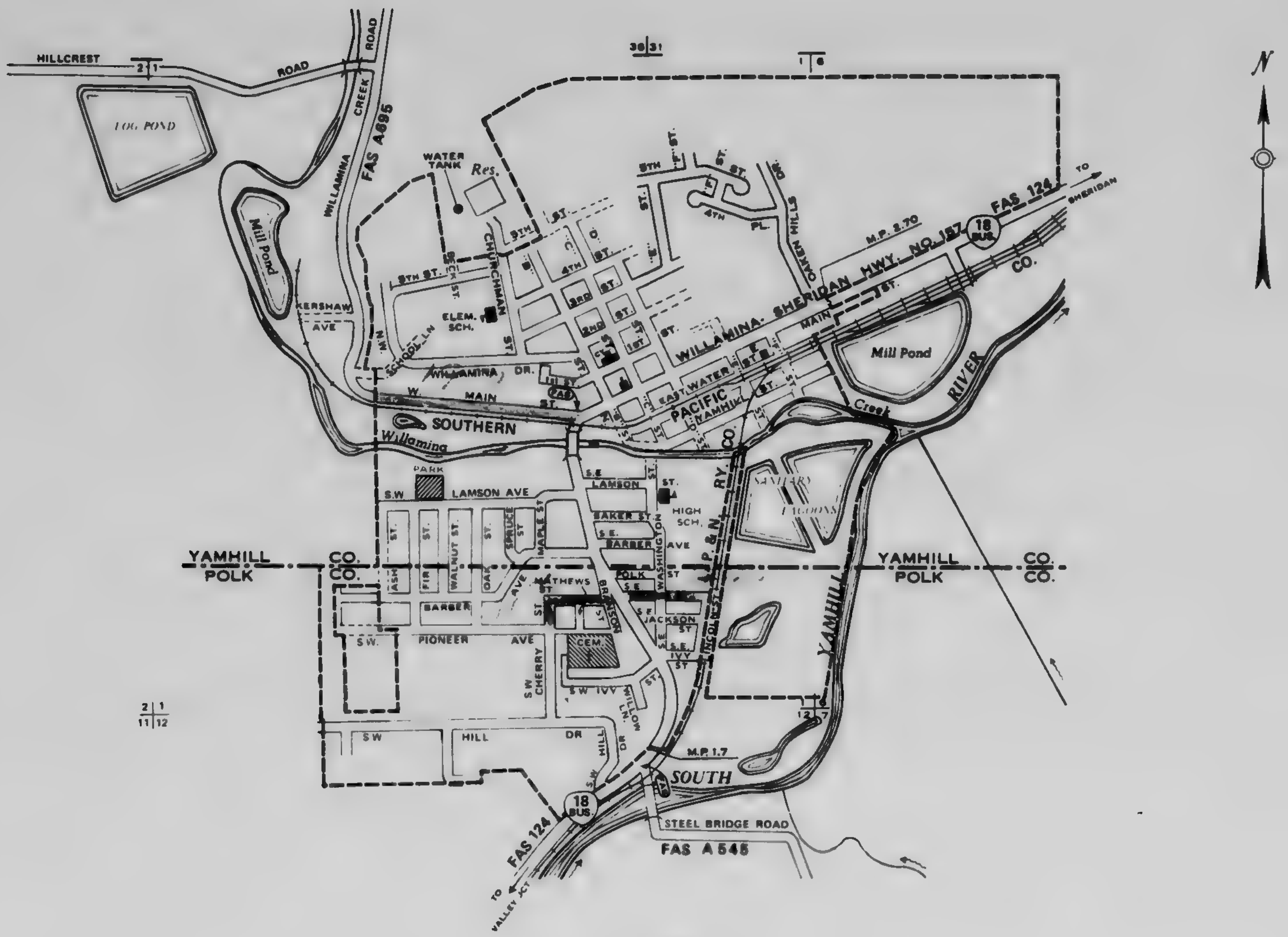
10 × [illegible] = [illegible]60 Sq yd.

Surf

10 [illegible] 4 × 1,10 / 9 = 1670 Sq yd

[illegible]

30 [illegible] = [illegible]000 Sq yd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POLK ST
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YAMHILL CO.
POLK CO.
ASH ST.
FIR ST.
WALNUT ST.
OAK ST.
SPRUCE ST
MAPLE ST
MATHEWS ST
BRANSON
BARBER
S.E. JACKSON ST
S.E. IVY ST
LINCOLN ST
S.W. PIONEER AVE
CEM.
S.W. CHERRY
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FAS A545
FAS 124
TO VALLEY JCT.
36|31
1|6
2|1
11|12
12|7
N

T6S R 6-7W W.M.

LEGEND

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- TERMINATION OF FA SYSTEM
- DIVIDED HIGHWAY
- STREET OPEN FOR TRAVEL

- POST OFFICE
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WILLAMINA

POLK - YAMHILL COUNTIES, OREGON

PREPARED BY THE
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FEDERAL HIGHWAY ADMINISTRATION

Revised October 1977

Population 1,375

SCALE

800 0 800 1600 2400 FEET

250 0 250 500 750 METERS

Copies of this map are available at nominal cost from
Oregon Dept. of Transportation, Salem, Oregon 97310

1980 NE Alameda Ave.-NE Garden 9197
Val. Blvd. Sec., Oak,-Shady Hwy.
in Roseburg. (gr,pav,sign,sig.)

CY A 7258 5-15-80

CY A 7262 4-30-80

234

ROAD DESIGN SECTION 378-6558

Jim Gix
Region 3 Engineer, ROSEBURG

June 24, 1983

W. H. Wakerlig
Right of Way Descriptions Supervisor

N.E. Alameda-N.E. Garden Valley Blvd. Section
Oakland-Shady Highway
Douglas County

Versteeg
Anderson
Adams
Macnab
Stoudemayer
Terpin
Trout
Wakerlig

RECEIVED
JUN 27 1983
ROAD DESIGN SECTION

Do Not
Return to
Bring Up
Action

We are forwarding herewith a reproducible map (10C-50-19) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Designer Draftsman

ALD:rlr
Attachment

cc: OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 1/17/83	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. TQF-55(7)
COMPLETION DATE 7/28/81	ACCEPTANCE DATE BY CONTRACT AGENCY 1/13/82	TIME ELAPSED 100 %	CONTRACT TIME 300 calendar days
APPROVED EXTENSIONS NONE	LOCATION SR 99, 0.43 mi. S. NCL Roseburg S. 0.38 mi.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NE ALAMEDA AVE. - GARDEN VALLEY BLVD.
OAKLAND - SHADY HIGHWAY
Grading, Paving, Signing, and Signals

This project provided for the construction of a roadway including lime treated subgrade, aggregate base, bituminous base, and asphalt concrete surface; construction of inlets, curbs, driveways, and walks; and the installation of signs, traffic signals and illumination.

A contract in the amount of $586,244.00 was awarded Roseburg Paving, Inc. on 9/16/80. Work began on 2/23/81 and was completed in reasonably close conformance with the approved plans and specifications on 7/28/81 at a final cost of $691,347.85, which includes $559,295.75 for bid item work, $17,677.00 for contingencies, $19,375.10 for anticipated work, and $95,000.00 for construction engineering.

Based on the results of a final inspection on 8/19/81 final acceptance of the contract is recommended.

RECEIVED
STATE HWY ENGR
JAN 24 '83
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant		SIGNATURE Signed by G. K. HOSSNER G. K. Hossner	
TITLE Area Engineer	DATE 1/21/83	TITLE Field Operations Engineer	DATE 1/21/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

F

2.

February 11, 1982

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 N.E. Multnomah Street
Portland, OR 97232

CON 5
#9197

Gentlemen or Ladies:

On January 15, 1982, we wrote to you concerning release of final payment on Contract No. 9197 awarded to Roseburg Paving, Inc. for work on the N.E. Alameda Avenue-N.E. Garden Valley Boulevard (Roseburg) Section of the Oakland-Shady Highway (N. Stephens St.) in Douglas County.

Final payment on this contract is $115.26 and the total contract amount is $590,429.35. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
A. Shirley

9177

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and County	Acceptance Date
Roseburg Paving, Inc. No. 9197	NE Alameda Ave.-NE Garden Valley Blvd. (Roseburg) Douglas County	Jan. 13, 1982
Wildish Const. Co. No. 9216	Middle Fork Willamette River-Salmon Cr. (Oakridge) Lane County	Jan. 15, 1982
C. G. Gredvig, Inc. No. 9357	Germantown Rd. @ Cornelius Pass Rd. Washington County	Jan. 15, 1982
Dirt & Aggregate Intch. No. 9203	NE Columbia Blvd.-NE Weidler Multnomah County	Jan. 15, 1982
Morse Bros., Inc. No. 9190	Sulphur Springs Road & Soap Creek Road Benton County	Jan. 15, 1982
J. C. Compton Co. No. 9200	Osweg Creek Slide Clatsop County	Jan. 18, 1982
The Kaspac Corp. dba Kaspac Industries No. 9298	Washington State Line-Lane County Line Clatsop, Tillamook & Lincoln Counties	Jan. 21, 1982
Ross Bros. Constr., Inc. No. 9214	Dean Creek Bridge Douglas County	Jan. 22, 1982
Cascade Const. Co., Inc. No. 8952	Progress Intchge. Off Ramp Washington County	Jan. 26, 1982
C.W. McCallen Construction No. 9295	Polallie Cr.-Cooper Spur Detour Hood River County	Jan. 28, 1982
Ross Bros. Const., Inc. No. 9292	N. Yamhill River (Oak Ridge Rd.) Bridge Yamhill County	Jan. 28, 1982
Mid-Columbia Paving Co. No. 9242	Mosier/The Dalles Hwy. @ W. 8th St. (The Dalles) Wasco County	Feb. 9, 1982

February 10, 1982 Warren Richard
for C. T. Keasey
Asst. State Highway Engineer

Secondary 234

ROAD DESIGN SECTION

DES 16

Ron Busey
Project Manager

February 8, 1982

Fred Eriksen
Fred Eriksen
Design Supervisor

N.E. Alameda Ave.-N.E. Garden
Valley Blvd. (Roseburg) Section
Oakland-Shady Highway
Douglas County

1 Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 09 1982
ROAD DESIGN
SECTION

Do Not
Return to
Bring
Action

The "as constructed" narrative for the project indicated you had problems with some phases of the work.

In the drainage items, it was indicated the storm drain system was redesigned to avoid conflicts with sewer and water facilities. We located the storm sewer on the low side of the super where the system could be shallow, requiring less excavation. We were not aware of conflicts with utilities.

The box culvert extensions were designed from the information provided us.

We are pleased the stage construction plan worked well for you. We put quite a bit of effort into the stage construction and temporary protection and direction of traffic plan. Temporary ramps between the existing pavement and new surfacing are often required to handle cross traffic and individual access, although differences of a foot may be unusual.

The problem of insufficient right-of-way for the taper at the beginning of the project was due to an error in the old detail map. We did not intentionally send out a plan that required more right-of-way.

The scale used for contract plans is usually 1"=100', or 1"=50', but we have used 1"=20' on some plans that did have a lot of detail. It appears this project would have been clearer on the larger scale.

FE:ja

cc Alfred Shirley

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. TOF-55(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken - Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90259

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-8-81

8. FEDERAL ROUTE NUMBER Primary 55

9. STATE ROUTE NUMBER Secondary 234

10. GENERAL LOCATION:

N. E. Alameda Avenue - N. E. Garden Valley Blvd.

11. GENERAL DESCRIPTION OF WORK

Construct new inlet connecting to existing 12" drain pipe connecting to existing inlet for ditch drainage.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 10-8-81 as requested in Mr. Keasey's letter of 11-10-81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $1,500 - Federal funds $1,322.

RECEIVED
STATE HWY ENGR
NOV 27 '81
REFER TO
FOR
Info Inves R/D O R Sign Act File

14. DATE 11-20-81

15. SIGNATURE OF APPROVING OFFICIAL
G. K.
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. TQF-55(7)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 90259

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/10/81
8. FEDERAL ROUTE NUMBER Primary 55
9. STATE ROUTE NUMBER Secondary 234

10. GENERAL LOCATION:
NE Alameda Avenue - NE Garden Valley Blvd. (Roseburg)

11. GENERAL DESCRIPTION OF WORK
State Furnished Software

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/10/81 as requested in Mr. Keasey's letter of 9/29/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $1,000 Federal Funds $881.

RECEIVED
STATE HWY ENGR
OCT 23 '81
REFER TO
FOR
Info Inves R/D D/R Sign Act File

14. DATE 10/19/81
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1197

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 8-91		County Douglas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	
MODIFICATION NUMBER 1	8 13 81	Project Number TQF-55(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on October 1 , 19 80 ,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 722,251.00	$ 744,583.00
Federal funds	$ 636,665.00	$ 656,350.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of August , 19 81 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XXBy For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon August 7, 1981

Federal Aid Project
No. TQF-55(7)

N.E. Alemeda Ave.-N.E. Garden Valley Blvd. (Roseburg) Section
Oakland-Shady Hwy. in Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6105
Roadway (Sta. 2480+60 to Sta. 2487+75.99 BK = Sta. 2486+02.94 Ah. to Sta. 2494+15)

Subtotal of previous estimate of September 24, 1980	$548,844.50

Previous Estimate

Trench Excavation	563 Cu. Yd.	14.00	$ 7,882.00
Extra for Paved Back Slopes	395 Sq. Yd.	7.50	2,962.50
			$ 10,844.50

Revised Estimate

Trench Excavation	1,200 Cu. Yd.	14.00	$ 16,800.00
Extra for Paved Back Slopes	650 Sq. Yd.	7.50	4,875.00
Programmed Traffic Signal (P.A. #1)		All Required	11,500.00
			$ 33,175.00
		Increase	22,330.50
		SUBTOTAL	$571,175.00
		Engineering	74,095.00
		TOTAL	$645,270.00

Type Code Y031
Traffic Signals (N.E. Alameda and N.E. Garden Valley Blvd.)

Total the same as previous estimate of September 24, 1980	$ 99,313.00

Work Retained in Program Status

Roadside Seeding & Mulching	All Required	$ 100.00
Pacific N.W. Bell	All Required	1,000.00
City of Roseburg (Water)	All Required	1,000.00
Thermoplastic Pavement Markings	All Required	2,000.00
		$ 4,100.00

Length of Project ----------- 0.289 mi.
Cost of Roadway Per Mile ----$2,232,768.17

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$645,270.00	$568,805.00	$76,465.00
Traffic Signals	99,313.00	87,545.00	11,768.00
TOTAL	$744,583.00	$656,350.00	$88,233.00

Group 1 95% Group 8 5%
Contract No. 9197
Prefix 110-1956 PE Only
Prefix 110-1097

37

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-5	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 12-1-80	State regon County Douglas Project No. TQF-55(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.E. Alameda Ave.-N.E. Garden Valley Blvd. (Roseburg)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-20-80	0.289
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 722,251.00	FEDERAL FUNDS $ 636,665.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
XX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G.L. Green

Date executed by Division Administrator 12-1-80

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

G File

Oregon State Highway Division
Salem, Oregon September 24, 1980

Federal Aid Project
No. TQF-55(7)

N.E. Alameda Ave.-N.E. Garden Valley Blvd. (Roseburg) Sec.
Oakland-Shady Hwy. in Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code 6105
Roadway (Sta. 2480+60 to Sta. 2487+75.99 BK=Sta. 2486+02.94 Ah. to Sta. 2494+15)

Mobilization			All Required	$ 16,000.00
Temporary Protection and Direction of Traffic			All Required	16,000.00
Temporary Signs	444	Sq. Ft.	5.00	2,220.00
Temporary Barricades	11	Each	130.00	1,430.00
Temporary Plastic Safety Markers	30	Each	100.00	3,000.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	100	Lin. Ft.	18.00	1,800.00
Flagmen	200	Hour	25.00	5,000.00
Removal of Structures and Obstructions			All Required	9,500.00
General Excavation	7,585	Cu. Yd.	4.50	34,132.50
Trench Excavation	563	Cu. Yd.	14.00	7,882.00
Finishing Roadbed and Slopes			All Required	3,000.00
Aggregate Base	400	Cu. Yd.	22.00	8,800.00
Bituminous Base Mixture	6,900	Ton	17.40	120,060.00
Asphalt in Bituminous Base Mixture	380	Ton	170.00	64,600.00
Lime Treated Subgrade	12,800	Sq. Yd.	1.50	19,200.00
Lime for Treated Subgrade	144	Ton	115.00	16,560.00
Class "B" Asphalt Concrete Mix	2,500	Ton	18.40	46,000.00
Asphalt Cement in Mixture	160	Ton	170.00	27,200.00
12-inch Sewer Pipe	620	Lin. Ft.	12.00	7,440.00
18-inch Sewer Pipe	722	Lin. Ft.	18.00	12,996.00
48-inch Sewer Pipe	52	Lin. Ft.	90.00	4,680.00
Concrete Manholes	1	Each	1,000.00	1,000.00
Concrete Inlets, Type G-1	17	Each	475.00	8,075.00
Concrete Walks	1,400	Sq. Yd.	14.75	20,650.00
Concrete Driveways	280	Sq. Yd.	16.50	4,620.00
Concrete Curbs	3,200	Lin. Ft.	5.20	16,640.00
Extra for Asphalt Approaches	7	Each	100.00	700.00
Extra for Asphalt Surfacing Slopes	395	Sq. Yd.	7.50	2,962.50
Adjusting Manholes	10	Each	150.00	1,500.00
Adjusting Inlets	4	Each	200.00	800.00
Adjusting Boxes	20	Each	40.00	800.00
Capping Inlets	2	Each	150.00	300.00

Signing

Removal of Existing Sign Installations		All Required	550.00
Wood Sign Posts		All Required	5,500.00
Sign Support Footings		All Required	550.00
Single Post Slip Base Sign Supports		All Required	660.00
Type "A" Signs in Place	26 Sq. Ft.	27.50	715.00
Type "C", "D", and "I"	131 Sq. Ft.	16.50	2,161.50
Type "EE" and "T" Signs in Place	66 Sq. Ft.	20.00	1,320.00
Type "U" Signs in Place	40 Sq. Ft.	31.00	1,240.00
			$498,244.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,000.00
Temporary Pavement Striping	All Required	2,500.00
Remove Pavement Striping (Temp. & Exist.)	All Required	4,600.00
Asphalt Cement Adjustment	All Required	40,500.00
		$ 50,600.00
	SUBTOTAL	$548,844.50
	Engineering	74,093.50
	TOTAL	$622,938.00

Type Code Y031
Traffic Signals (N.E. Alameda and N.E. Garden Valley Blvd.)

Traffic Signal Installation, Complete	All Required	$ 87,500.00
	SUBTOTAL	$ 87,500.00
	Engineering	10,613.00
	Signal Controller Testing	1,200.00
	TOTAL	$ 99,313.00

Work Retained in Program Status

Roadside Seeding and Mulching	All Required	$ 100.00
Pacific Northwest Bell	All Required	1,000.00
City of Roseburg (Water)	All Required	1,000.00
Thermoplastic Pavement Markings	All Required	2,000.00
		$ 4,100.00

Length of Project------------------ 0.289

Cost of Roadway per mile ---------- $2,155,494.81

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$622,938.00	$549,120.00	$73,818.00
Traffic Signals	99,313.00	87,545.00	11,768.00
TOTAL	$722,251.00	$636,665.00	$85,586.00

Group 1 95% Group 8 5%
Contract No. 9197
Prefix 110-1956 PE Only
110-1097

N.E. Alameda Ave.-N.E. Garden Valley Blvd. (Roseburg) Sec.
(Nonparticipating-State Work)

Setting Mailbox Posts	5 Each	100.00	$500.00
Furnish Mailbox Posts	5 Each	35.00	175.00
			$675.00

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION NE Alameda Ave. - NE Garden Valley Blvd.	WEEK ENDING August 8, 1981
		SECTION PREFIX 110-1097
	HIGHWAY Oakland / Shady	COUNTY Douglas
NAME OF JOB NE Alameda Ave.-Garden Valley Blvd.	KIND OF WORK Grading; Paving, Signing & Traffic Signals	
CONTRACTOR Roseburg Paving Inc.	CONTRACT NUMBER 9197	FEDERAL AID PROJECT NUMBER TQF 55 (7)
DATE OF CONTRACT September 16, 1980	DATE WORK STARTED 2-23-81	ESTIMATED COMPLETION DATE August 8, 1981
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS 300	CALENDAR DAYS USED 300
PROJECT AUTHORIZATION: $ 731,075.64	SPECIFIED COMPLETION DATE 7-25-81	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 673,104.88	ENGINEERING AUTHORIZATION $ 57,970.76 1,104.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 86
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 673,104.88	ENGINEERING COST TO DATE $ 77,643.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 89
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 134 %	DATE PROJECT WAS COMPLETED: 7-28-81

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT 0.41					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7585 cy			6900 ton	2500 ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1	Sunny	1		K
MONDAY 2	Sunny	1		
TUESDAY 3	Sunny	1		
WEDNESDAY 4	Sunny	1		
THURSDAY 5	Sunny	1		
FRIDAY 6	Sunny	1		
SATURDAY 7	Sunny	1		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1	No activity
MONDAY 2	No activity
TUESDAY 3	No activity
WEDNESDAY 4	Turned on Traffic Signals at Garden Valley NE Stephens St. and NE Alameda-Stephens Intersections.
THURSDAY 5	No activity the rest of week.
FRIDAY	
SATURDAY	

REMARKS

Project Status: Contractor work on project complete and project looks good.

This is the final weekly report.

SIGNED Ronald V. LOCATION Roseburg

Res Engr

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9197

July 10, 1981

Traffic Safety Supply Company
2324 S. E. Umatilla Street
Portland, OR 97202

Gentlemen:

N.E. Alameda Ave.-N.E. Garden Valley
Blvd. (Roseburg) Section
Oakland-Shady Highway
Douglas County
Contract No. 9197

Per telephone conversation with the Resident Engineer's office, one set of approved shop drawings for Signs 1, 2, 3 and 4 on the above-named project are being sent directly to you for fabrication of the signs.

Please proceed with the fabrication at your earliest convenience.

Very truly yours,

Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

WGB:ja

Attachment

cc C. T. Keasey
Alfred Shirley, Jr.
Ron Busey
W. G. Beard

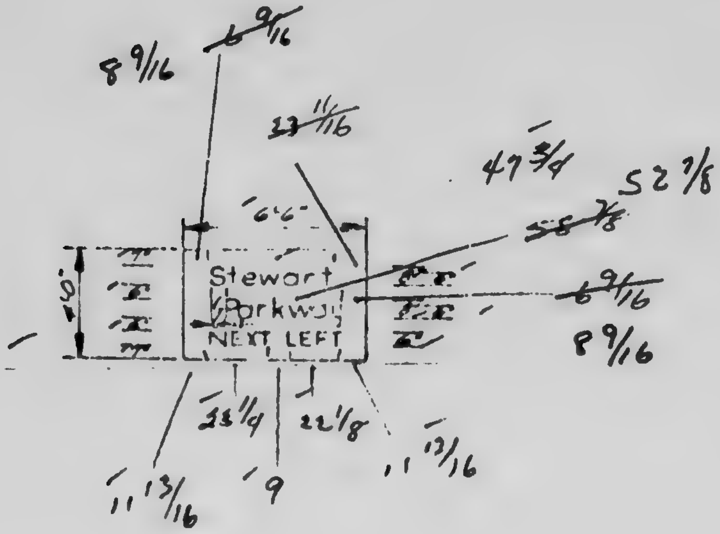
TRAFFIC SAFETY SUPPLY CO.
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8531

☐ APPROVED WITHOUT CHANGE
☑ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

JUL 10 1981

OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of the Standard
Specifications for Highway Construction
BY WAB

Date 6/30/81


8 9/16
~~6~~ 9/16
~~23~~ 11/16
47 3/4
52 7/8
~~58~~ 7/8
6'6"
4'
Stewart
Parkway
NEXT LEFT
~~6~~ 9/16
8 9/16
23 1/4
22 1/8
11 13/16
9
11 13/16

Job name N.E. Alameda - N.E. Garden Valley

Ore. contract no. 9197

Sign no. Sign ④

Size 6'6" x 4'-0"

Type Type "A"

Legend Miro-Flex 3/E Snap In

Spacing Miro-Flex

Border 1"

Cornors 6"

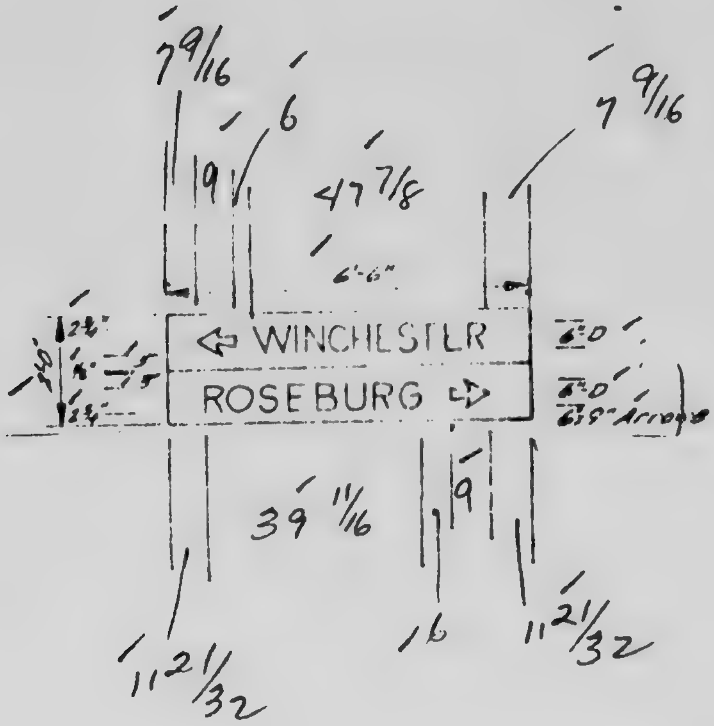
TRAFFIC SAFETY SUPPLY CO.
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8531

☑ APPROVED WITHOUT CHANGE
☐ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

JUL 10 1981

OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of the Standard Specifications for Highway Construction
BY WOB

Date 6/30/81



7 9/16
6
9
47 7/8
7 9/16
6'-6"
2¼"
2'-0"
5"
1.5
1.5
2¼"
WINCHESTER
ROSEBURG
6"-0
6"-0
6"-9" Arrows
39 11/16
9
11 21/32
16
11 21/32

Job name N.E. Alameda - N.E. Garden Valley

Ore. contract no. 9197

Sign no. Sign ③

Size 6'-6" × 2'-0"

Type Type "D"

Legend Sc - Cut/Out Direct Applied

Spacing Oregon

Border 1/2

Cornors 1 1/2

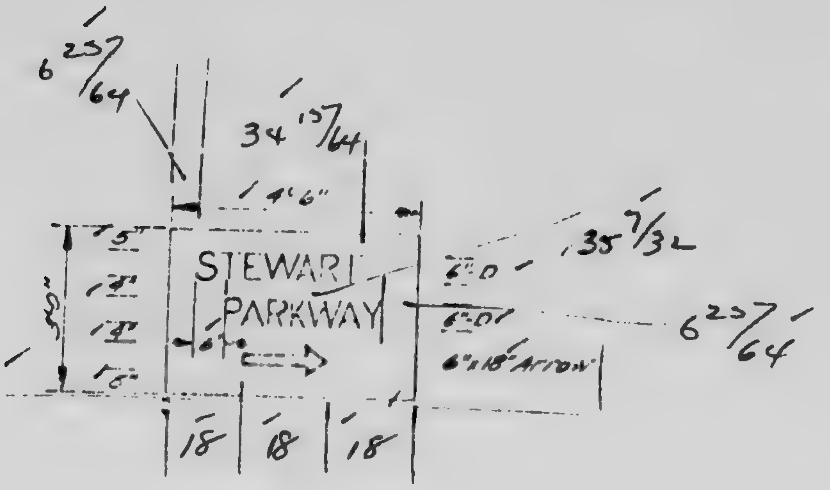
SS
TRAFFIC SAFETY SUPPLY CO.
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8331

☑ APPROVED WITHOUT CHANGE
☐ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

JUL 10 1981

OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of the Standard Specifications for Highway Construction
BY WGB

Date 6/30/81


6 23/64
34 15/64
4'6"
5"
4"
4"
5"
36"
6"
STEWART
PARKWAY
6"-0
6"-0
6"x18" Arrow
35 7/32
6 23/64
18
18
18

Job name N. E. Alameda - N. E. Garden Valley

Ore. contract no. 9197

Sign no. ②

Size 4'-6" × 3'-0"

Type Type "II"

Legend Sc cut/Out Direct Applied

Spacing Oregon

Border 1/2"

Cornors 3"

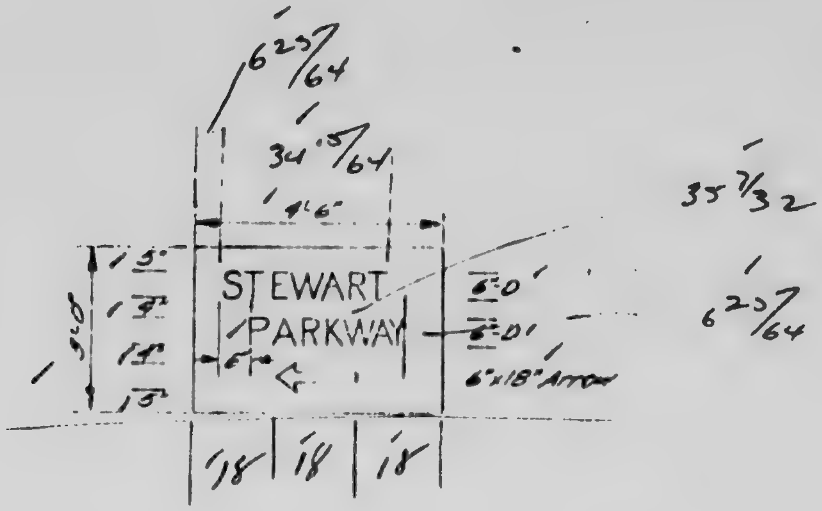
TRAFFIC SAFETY SUPPLY CO.
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8531

☑ APPROVED WITHOUT CHANGE
☐ APPROVED AS NOTED
☐ RETURNED FOR CORRECTION

JUL 10 1981

OREGON STATE HIGHWAY DIVISION
Subject to Section 105.02 of the Standard Specifications for Highway Construction
BY WGB

Date 6/30/81


6 23/64
34 15/64
4'-6"
35 7/32
6 23/64
3'-0"
3"
3"
3"
3"
STEWART
PARKWAY
6"
6"-0
6"-0
6"x18" Arrow
18
18
18

Job name N. E. Alameda - N. E. Garden Valley
Ore. contract no. 9197
Sign no. ①
Size 4'-6" × 3'-0"
Type Type "U"
Legend Lc Cut/Out Direct Applied
Spacing Oregon
Border 1/2"
Cornors 3"

234

ROAD DESIGN SECTION

July 10, 1981

Ron Busey
Resident Engineer

Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

Sign Shop Drawings
NE Alameda Avenue-NE Garden Valley
   Blvd (Roseburg) Section
Oakland-Shady Highway
Douglas County
Contract No. 9197

Attached are two sets of approved shop drawings for the Type "A" and "U" signs on the above-named project.

One set should be retained by you for field inspection of the signs and one set forwarded to Don Wackerbarth's office for shop inspection purposes.

Per phone approval from your office, one set of prints is being sent directly to Traffic Safety Supply Company for fabrication of the signs.

WGB:ja

Attachments

cc C. T. Keasey
   Alfred Shirley, Jr.
   W. G. Beard

#9127

Form FHWA 121 (1/80)

L.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project TQF-55(7)
NE. Alemeda-NE. Garden Valley
Oakland-Shady Highway

Date: May 12, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

NOTED
H. S. COULTER

Mr. Swan's May 6, 1981, letter requested Federal participation in the cost of a second relocation of a natural gas main on the subject project. Since the reason for this second move was due to an engineering error, we are unable to approve the request.

G. K. Hoemer
for Dale E. Wilken

cc:
OSHD (D E Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR
MAY 14 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROW 18-4

May 6, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Second Relocation of Natural Gas Main
C. P. National
N. E. Alemeda-N.E. Garden Valley
Oakland-Shady Highway
Douglas County
Project No. TQF-55(7)

RECEIVED
TECHNICAL SE
MAY 7 '81
REFER TO
FOR
Info | Inves | R/D | Dr R | Sign | Act | File

Here is a copy of a billing of actual cost to adjust C.P. National's natural gas main the second time dated April 13, 1981.

C.P. National originally relocated their natural gas facilities under inspection by State Highway Division's Resident Engineer to elevations provided by the State Highway Division. The elevations were later found to be in error in that they did not provide adequate clearance for installation of a storm drain pipe. The work was accomplished on an emergency basis, therefore, neither verbal or written authorization was requested prior to work being started.

The conflict was not originally anticipated, therefore, C.P. National was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the billing submitted herewith and our letter authorizing reimbursement for the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the adjustment of C.P. National's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization for federal participation in the cost of relocation under the provisions of PPM 30-4 and 30-4.1 is requested. Actual cost to the State is $389.04.

DES/JMC/llr
Enc.
cc: E. S. Hunter
Jack M. Cartwright
J. E. Christopherson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon 97470
March 31, 1981

FROM: Jim Gix
Region Construction Engineer

TO: Hal Versteeg
Engineering Section

SUBJECT:
File No: 50491 (Dodge)
Section: Garden Valley-Alameda
Highway: Oakland-Shady
County : Douglas
FAP No.: F-55 (6)

When Right of Way severed the building on this file, the cut was made at the right-of-way line, not on the easement. Since we now must place slopes within 43 feet of centerline in front of the building, we might as well make the same adjustment for the entire property frontage.

I recommend we abandon our attempt to purchase Parcel No. 2, permanent easement for slopes under this file.

NF:JG:gls
cc J. B. Boyd

4-10-81
Al Vohland called
[illegible] is confident 2:1 paved slope
can be [illegible] within R/W.

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Turpin
Wardig

RECEIVED
APR 06 1981
ROAD DESIGN SECTION

Do Not File

1117

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-55(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90259

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/16/81	**8. FEDERAL ROUTE NUMBER** Primary 55	**9. STATE ROUTE NUMBER** Secondary 234

10. GENERAL LOCATION:

Alameda Avenue - Garden Valley Blvd. Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 2/23/81 you are now authorized to proceed with the actual acquisition of file #51819 as shown on R/W map 10C-50-19 at a TEC of $70,000 Federal Funds $61,726.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

(The above authorization does not require additional obligation of funds)

RECEIVED
STATE HWY ENGR
MAR 19 '81
REFER TO [illegible]
F.Y.I.

14. DATE 3/16/81	**15. SIGNATURE OF APPROVING OFFICIAL**	**16. TITLE** Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 23, 1981

TO: E.J. Valach, Actg. Div. Administrator
Federal Highway Admiinistration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. F-55(6)
Alameda Ave.-Garden Valley Blvd. Sec.
Douglas County
(File 51819)

I hereby request your authorization to proceed with the actual acquisition of the above listed property on the subject project. The area to be acquired is as outlined in red on the enclosed sketch map.

The enclosed copy of Mr. Lowe's memo of February 18, 1981 indicates the estimated cost of the property is $70,000 which includes $10,000 for relocation of a business. No increase in obligation of federal funds is anticipated at this time for the project.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Nh 1

1-5

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: January 23, 1981

FROM: JAMES J. GIX
Regional Construction Engineer

SUBJECT: N.E. Alameda-Garden Valley Section
Contract No. 9197
Douglas County

Herewith one map for right-of-way at the north end of subject project, along with deed copies for affected properties.

The current project, as now planned, trespasses on three properties. We need your immediate help and assistance to resolve the conflict and get right-of-way acquisition underway before work on the project is held up.

We also are working on the location for the Alameda to Housley Section and find that the right-of-way needs are approximately the same for the extended project. We would propose to build to the future cross section at this time to avoid building difficult access connections twice in a 4-year period.

The only alternate design that would avoid the trespass involves eliminating the left turn lane and phase at the signal at Alameda.

jjg/cw
Encl.

cc C. T. Keasey
Ron Busey
M. G. Havig
Neil Flanagan

43' R/W + 7' Slope Ease
across Le Bleu property
W.
1-28-81

1 Versteeg
Anderson
Christ[illegible]
2 Olson
Sullivan
Tan[illegible]
[illegible]
3 Wakering

RECEIVED

ROAD DESIGN
SECTION

Contains
Recycled
Materials
81-125-1387

File No. 50488

FINAL ORDER

OREGON DEPARTMENT OF TRANSPORTATION

Highway Division

In the matter of the eligibility) for relocation moving expenses) of Nelsens Tire Warehouse)	FINDINGS OF FACT, CONCLUSIONS OF LAW, ORDER AND NOTICE OF OPPORTUNITY FOR JUDICIAL REVIEW

After notice and hearing pursuant to ORS 281.085 on the eligibility for relocation moving expenses, the State Highway Engineer, having considered the evidence and exhibits, and the recommendations of the hearing officers, now makes the following disposition on the eligibility for relocation benefits.

FINDINGS OF FACT

1. Nelsens Tire Warehouse is the assumed business name of Mandee's Tire Service, a partnership consisting of Darrell Mansell, Carl Dehne and Roy Benson.

2. Since 1972, Nelsens leased premises on Stephens Street in Roseburg, Oregon. The leased area consisted of the front portion of a warehouse, an office addition and an area for parking in front of the warehouse. They sold and mounted motor vehicle tires as their business so adequate customer parking was essential. They were franchised by Nelsens Tire Corp.

3. The parking area on the leased premises, while not ideal, was utilized by Nelsens to hold 9 or 10 cars parked bumper to bumper in three rows of three spaces each. The employees parked their cars in the front row of three spaces. Vehicles left for servicing by customers occupied the second row. Drive in customers parked in the third row. The driveway connected to the side street, Brooklyn Avenue. Access to the working area inside the warehouse was also via Brooklyn Avenue. As the work progressed during the day, vehicles were moved between the parking area and the working area using Brooklyn Avenue.

4. The Highway Division developed plans to widen its highway over Stephens Street which required cutting off a small portion of the office addition and acquiring a portion of the parking area occupied by Nelsens. The street widening eliminated two of five standard parking spaces. Each space in this configuration allowed free movement of other vehicles at all times without moving another parked vehicle.

5. A public hearing on the widening project was held on or about February 14, 1979, where the proposed project was presented. There were no alternate

routes to select from for the project. Mr. Carl Dehne was present and wrote comments at the hearing on the effects of the parking loss on Nelsens' business operations.

6. In the fall of 1979 Nelsens sought further information of the Roseburg Highway Office as to the project's effects and time schedule. Nelsens Tire Corp. advised Nelsens that the franchise could not continue with the reduced parking. The partners of Nelsens decided to look for another location since they felt that they could not successfully operate their retail tire business with the reduced parking area.

7. On or about January 21, 1980, the initiation of negotiations began with the property owner (Nelsens' lessor) for the right of way needed to widen Stephens Street. Nelsens notice of the proposed acquisition was dated January 24, 1980, with Nelsens being in possession of the premises on that date. Eligibility for relocation benefits was limited to costs for removal and return of office equipment and stored items from the portion of the office addition reconstructed for the widening of Stephens Street.

8. By letter of February 26, 1980, Nelsens received notice of their ineligibility as determined by the Relocation Supervisor in Salem for receiving moving expenses to relocate their entire business from the leased premises to a new location. No further direct evidence was presented by the State at the appeal hearing concerning this determination. This appeal results from that determination.

9. After looking for and finding a suitable new location, Nelsens committed themselves in January, 1980, and signed a lease in February, 1980, for a new business location and completed the move in May, 1980. The new location had parking for 19 vehicles.

10. At the appeal hearing on November 13, 1980, the State presented a plan for five standard sized parking spaces in the remaining area to replace the five standard sized spaces that existed before the street widening. The driveway would be connected to Stephens Street rather than to Brooklyn Avenue where the warehouse entrance was. It required some modification of the lessor's property but the exact means of accomplishing this for the lessee were not resolved at the hearing. Nelsens claimed even the five space parking lot would be inadequate to operate their retail tire business.

CONCLUSIONS OF LAW

1. Nelsens was a "person" under ORS 281.045(2).

2. The State Highway Division was a "public entity" under ORS 281.045(3).

3. The State Highway Division required a portion of Nelsens' parking area equivalent to two of five standard sized parking spaces in order to widen its highway.

4. Under these circumstances Nelsens moved their entire retail tire business from their Stephens Street location and its inadequate parking situation after the street widening.

5. Nelsens qualifies as a "displaced person" under ORS 281.045(1) and is eligible for benefits in moving its business from the part of the property not required by the State since Nelsens' move was " . . . as a result of: (a) Acquisition of the real property, in whole or in part, by a public entity . . . "

ORDER

Nelsens is eligible as a "displaced person" for its reasonable moving expenses in relocating its retail tire business to a new location from the leased premises on Stephens Street. The amount of the moving expenses shall be determined according to the established procedure for such claims.

Dated this 16 day of December, 1980.

State Highway Engineer

NOTICE: You are entitled to judicial review of this Order. Judicial review may be obtained by filing a petition for review within 60 days from the service of this Order. Judicial review is pursuant to the provisions of ORS Chapter 183.

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-55(6)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA, Oregon Division - Salem, OR

PROGRAM NO.:

ITEM NO.: 90259

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

10/30
orig

RECEIVED
STATE HWY ENGR
OCT 30 '80
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 10-27-80

FEDERAL ROUTE NUMBER: Primary 55

STATE ROUTE NUMBER: Secondary 234

GENERAL LOCATION:
Alameda Avenue - Garden Valley Section

GENERAL DESCRIPTION OF WORK:
Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10-20-80, you are authorized to proceed with the actual acquisition of permanent easements on Files 51587 and 51588 at a TEC of $4,000, Federal Funds $3,526. Federal particpation is limited to that right of way actually incorporated in the final location of the subject project.

DATE: 10-27-80

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-855

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

LOC 3

TO: FILE

DATE: September 26, 1980

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
September 11, 1980 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened September 11, 1980, on the following projects:

1. Multnomah County Maintenance & Operations Facility (Phase 3)
   Multnomah County
   Building Construction

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Mt. Hood Highway @ S.E. 104th Avenue
   Mt. Hood Highway
   Multnomah County
   Traffic Signals

   Same as No. 1.

3. Sulphur Springs Road and Soap Creek Road
   County Roads
   Benton County
   20-foot oil mat roadway with 2-foot gravel shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. Geary Canal Bridge
   Lake of the Woods Highway
   Klamath County
   Structure Repair.

   Same as No. 1.

Contains
Recycled
Materials
81-125 1387

5. Coburg (Stuart Way)
   City Street
   Lane County
   24-foot roadway with 3-foot shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

6. Oak Street and Airport Road (Lebanon)
   Santiam Highway
   Linn County
   Traffic Signals.

   Grading and paving incidental to traffic signal installation. Minor sidewalk construction with sidewalks with curb ramps on curb returns.

   Same as No. 1.

7. Mt. Hood Highway @ S.E. Hogan Road & Burnside (Gresham)
   Mt. Hood Highway
   Multnomah County
   Traffic Signals.

   Grading and paving incidental to signal installation at Hogan Road. Existing sidewalk and curb to be altered and replaced. Sidewalk ramps to be installed. Traffic signals only at Burnside.

   Same as No. 1.

8. Tualatin Valley Highway @ S.W. 24th Avenue (Hillsboro)
   Tualatin Valley Highway
   Washington County
   Traffic Signals.

   Same as No. 1.

9. Willamina (West Main Street)
   City Street
   Yamhill County
   23.5-foot roadway with 10-foot paved parking on one side and 5-foot gravel shoulders on the other side.

   Same as No. 5.

10. N.E. Alameda Avenue-N.E. Garden Valley Boulevard (Roseburg)
Oakland-Shady Highway
Douglas County
Grading, Paving and Signals.

4-foot bike lanes and 5-foot sidewalks with ramps to be constructed on this project.

HSC:RS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
D. Harwell

Northeast Stephens Street looking north from Garden Valley Boulevard, with Roseburg Radiator on the left ready

Street widening angers

By DAVID TISHENDORF
News-Review Staff Writer

Merchants along a five-block stretch of Northeast Stephens Street north of Garden Valley Boulevard in Roseburg are getting a lesson in the power of the state, and they are furious at the teacher.

The state Highway Division opened bids in Salem today for a project to widen the stretch to five lanes — four traffic lanes and a continuous left-turn lane.

The lone bidder was Roseburg Paving Inc., with a bid of $586,244. A contract could be awarded in about 10 days.

Construction is expected to begin October, with completion scheduled for the late summer of 1981. But the state already has begun to purchase right-of-way for the project. Power and water lines are being relocated and buildings are being torn down or remodeled to make room for the widened street.

The merchants, meanwhile, say they are appalled by what they claim is the state's high-handedness, the insufficient compensation they have been offered by the state and by their own helplessness in dealing with the problem.

The overall impact of the project on their businesses, they say, will be devastating.

A spokesman for the highway division, on the other hand, says the state has tried to be "fair, equitable and amiable" and that projects of this type almost inevitably cause hardships.

"I didn't believe until about 10 days ago," Gary Fraelich said this morning, "that the state (of Oregon) could actually do what it's doing.

"I would have bet it's not possible in the United States. In Russia maybe, but not here."

But Fraelich, owner of the Cascade Chrysler Center at 1400 N.E. Stephens St., and probably the hardest hit of the businessmen along the street, watched helplessly Wednesday as workmen tore down a building that used to house his body shop and new-car detail center.

"About 20 percent of my operation was in that building," Fraelich said. "Now I've got no place to do body work and no place to detail my cars."

In addition, the state is taking 33 of the 38 parking spaces he uses for new car display, he said. And his employees, fearful of Cascade Chrysler's future, are leaving and finding new jobs, he added.

Fraelich said he has moved his body repair equipment to a warehouse where he can keep it for "up to 60 days." He's not sure what will happen after that.

Fraelich said the state offered to move his business. "But moving an auto business is not like moving a Yum Yum Donut Shop," he said. "There's no place to go."

So the state offered him an "in-lieu," going-out-of-business payment which could be no more than $10,000, he said. His investment in the business in considerably more than that, he added.

"There's no question this is going to cost me a lot of money," he said, "a lot of money."

Fraelich's problems are compounded by the fact he doesn't own the building or the property, but rents them.

"The state is only interested in the owner of real property. In other words, a business is nothing more than a piece of paper, and is not considered to have value," he said.

"The ironic thing is, of all the merchants affected by this project, I probably get hurt the worst and have virtually no opportunity to recover."

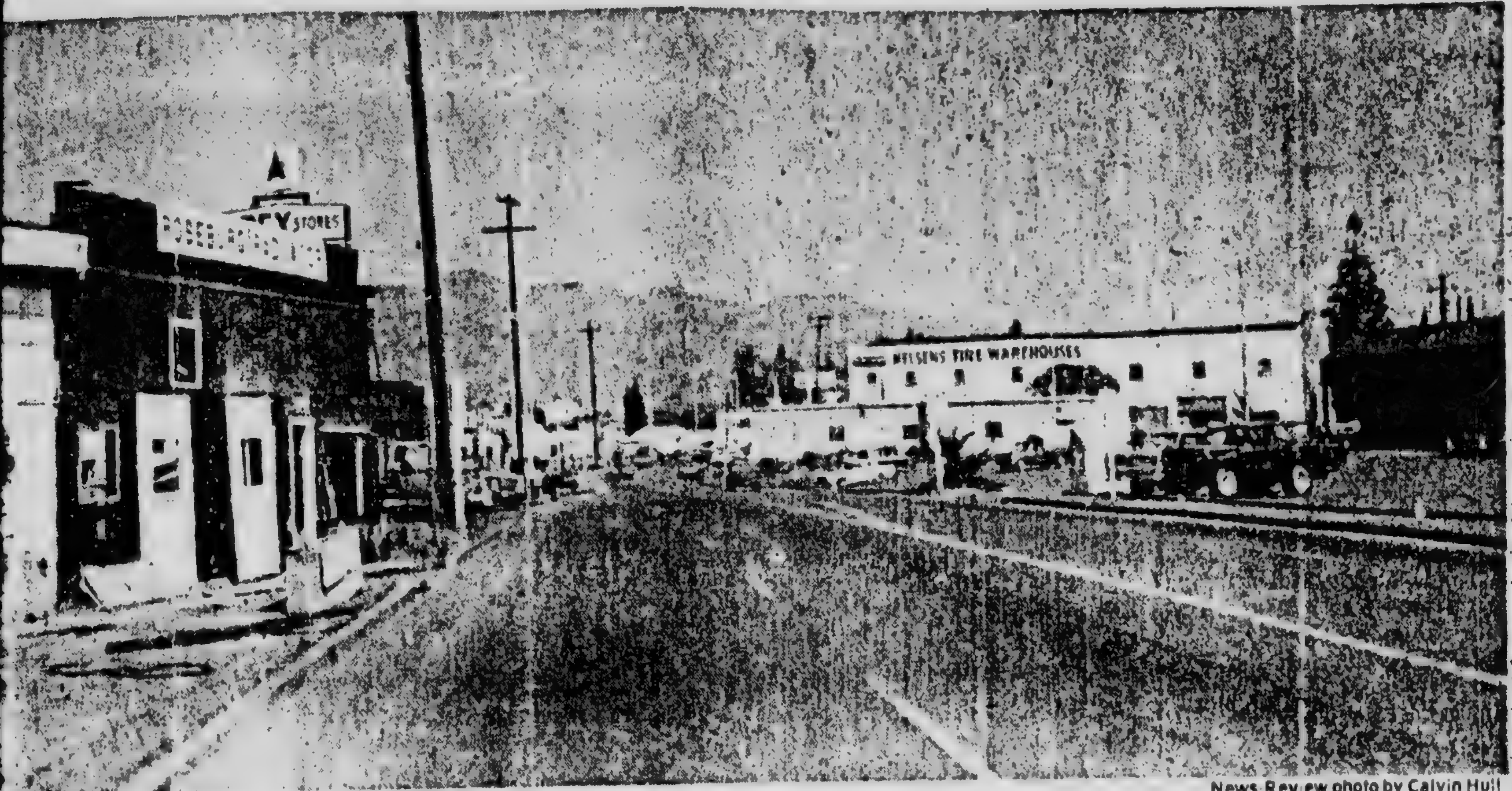
Neil Flanagan of the highway division said the state is prohibited by law from buying anything other than real property. "It's unfortunate, but that's the way it is," he said. "I know the impact on him (Fraelich) is going to be terrible, but by law we cannot pay for blue sky or the business itself."

Further up the street at Handyman Hardware, 1540 N.E. Stephens St., owner

HELEN DODGE

Helen Dodge has posted a sign adverti
ing a "highway robbery" sale.

Mrs. Dodge also owned the Yum Yu
Donut Shop next door, which has bee
torn down to make room for parkin



News Review photo by Calvin Hull

rd, with Roseburg Radiator on the left ready to come down... 'like a fly being flicked off a picnic table'

ng angers merchants

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street at Handyman
E. Stephens St., owner

HELEN DODGE

Helen Dodge has posted a sign advertising a "highway robbery" sale

Mrs. Dodge also owned the Yum Yum Donut Shop next door, which has been torn down to make room for parking space for the hardware store, which is losing most of its parking space to the street-widening project.

The state is taking a strip about 15 feet wide and 250 feet long from in front of the hardware store, virtually eliminating its parking area. A corner of the hardware store also will be removed.

"They've got all the power; you've got nothing," Mrs. Dodge said. "They come in and tell you what they're going to do."

Mrs. Dodge said the state offered compensation which was one-third of an appraisal made by a representative of the Member Appraisal Institute (MAI). Flanagan said the state also hired an MAI appraiser and made an offer "very close" to the appraiser's figure.

Mrs. Dodge is one of five businessmen along the street-widening project who have refused the state's offer and will be going to court.

Mrs. Dodge also said she was notified Aug. 18 the state had taken possession of her property Aug. 15. Flanagan denied the claim, saying it was "patently untrue."

"I certainly understand this (street-widening) project is needed," Mrs. Dodge said, "and there probably is another side, their side.

"It's just the way they go about it. You feel like a fly being flicked off a picnic table.

"The fair thing to do would be to sit down on a man-to-man basis and talk things out."

Flanagan said the state has contacted Mrs. Dodge "at least 15 times since January."

Other businesses affected by the project include Safeway and Montgomery Ward, each of which will lose one row of parking; Automotive Machine, corner of building cut off; Roseburg Electric Wholesale, corner cut off; Roseburg Radiator, torn down, out of business; former Nelsen's Tire Warehouse, now Gary's Pre-Hung Doors, part of office area cut off; Apex, strip of parking area taken; Brad Mock and Clair Mock property, strip of land taken; Abby's Pizza, one-foot strip of land taken.

Meanwhile, Fraelich says he hasn't given up. "I guess I'm 99 percent convinced they can do it, now that my building's gone," he said.

"But it just seems there ought to be a way, somehow, to get back to where I was."

ROW

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: September 10, 1980

JB Boyd

FROM: J. B. Boyd
Right of Way Manager

NOTED
H. S. COULTER

SUBJECT: Alameda-Garden Valley
Road Section
Oakland-Shady Highway

Review of this project indicates that there were 17 total files which Right of Way was given 12 months to acquire the property. In the process the project slipped 2 additional months for a total length of time of 14 months. Of the 17 files to be acquired on this project, 9 are presently under condemnation.

It is our opinion that the difficulty of a project such as this hinges around the problem of cutting the face of buildings from the remainders. The buildings in the project were marginal and probably under improvements as they are related to the value of the land. Each of the buildings was less than functional and the desire of the owners to clear their buildings and receive compensation for them was adverse to the economy of the project.

We had some difficult appraisal problems on this project, mainly concerned with the wide divergence of cost to cure estimates. We now are removing the fronts of the buildings and the owner is faced with an option of deciding what to do with the remainder. If they face up to the problem of re-enclosing their buildings in an economical manner commensurate with the building itself, we will monitor their costs and if we are in fact wrong with our cost to cure analysis, we may be able to settle some of these problems. If our cost to cure estimates that we have deposited into court are adequate, there is no reason that the buildings cannot be refurbished and utilized as they relate to our new right-of-way line. We will continue to work with the 9 files and if any inequities develop, readjust our thinking to meet the new conditions.

JBB:jh

Contains Recycled Material
81-125-1387

September 2, 1980

ALBERT A. BROUGHTON, President
Broughton & Harrell Corporation
1661 Northeast Stephens Street
Roseburg, OR 97470

Dear Mr. Broughton:

This will acknowledge your letter of August 26, 1980, which outlined your concerns about possible damage to your parking lot as a result of contractor operations during the construction of the highway improvements on North Stephens Street.

Attached is a copy of the Standard Highway Specification that addresses this very thing. The contractor is responsible for damage to property that arises from the contractor's actions.

By a copy of this letter I have asked, Mr. Alfred Shirley Jr., our Region Engineer in the area, to contact you and see that the necessary inspections of your parking lot occurs.

For your information, Mr. Shirley's address is: 1523 SE Cobb Street, Roseburg, OR 97470, phone 440-3399.

Sincerely,

H. S. Coulter
State Highway Engineer

AS:cp 1b

Attachment

bc Alfred Shirley, Jr.

107.10 Protection of Fish and Shellfish - The attention of the contractor is called to the authority of the State Fish Commission to regulate operations which affect commercial fishing and fisheries and to the authority of the State Game Commission to regulate operations which affect game fish and fisheries. The contractor's operations are to be conducted in such manner as to avoid any hazard to the safety and propagation of fish and shellfish in the waters of the State. The following conditions, among others, are to be so avoided: underwater blasting; release of petroleum products or chemicals in the water; disturbance of spawning beds; obstruction of stream channels; and silting or sedimentation of water. The contractor is expected to inform himself of the conditions subject to regulation by the above Commissions and he shall conduct his operations in compliance with such regulations.

Where the character and use of a stream warrants, and where such a procedure is practicable, the contractor shall construct suitable settling basins for the clarification of water roiled or made muddy by the taking or washing of rock, gravel and/or sand or by the depositing of earth or other materials in and near streams and other bodies of water.

Where the rock, gravel, sand, earth or other material which is, or would be, the cause of the roiling or muddying of a stream or other body of water is excavated by the contractor from State-controlled land, the State will make available to the contractor lands on which to construct required settling basins.

107.11 Deposits In and Bridges Over Navigable Waters - Attention is directed to the Federal River and Harbor Act approved March 3, 1899, and amendments thereto, which prohibits (except under certain conditions with prior approval of the Secretary of Army) the placing or suffering to be placed of any obstructive material or refuse in any navigable water, on the bank of any navigable water, or on the bank of any tributary of any navigable water where the same will be liable to be washed into such navigable water by ordinary or high tides, by storms or floods, or otherwise whereby navigation will or may be impeded or obstructed, and which also provides penalties for violation.

All work on or over navigable waters shall be so conducted that free navigation of the waterways will not be interfered with and that the existing navigable depths will not be impaired except as allowed by permit issued by the U. S. Army Corps of Engineers and/or the U. S. Coast Guard, as applicable.

107.12 Trespass - The contractor shall be solely responsible for any trespass upon adjacent property or injury thereto, resulting from or in connection with his operations. He shall be liable for any claims that may be made due to encroachment of any kind upon private property.

107.13 Fencing, Protection of Stock, Safeguarding of Excavations - By the construction of temporary fences, or by other adequate means, the contractor shall restrain stock from leaving the lands wherein they are confined or from trespassing which would be made possible by, or which might result from, the removal or destruction of existing fences or the carrying on of any part of the work under the contract. The contractor shall be responsible for all loss, injury or damage that may result from his failure to restrain stock as above provided. The expense of erecting and maintaining temporary fences and for otherwise providing for the restraint of stock shall be borne by the contractor.

The contractor shall use all reasonable care to avoid damaging existing fences which are to remain and he shall repair or replace at his own expense, and to the satisfaction of the owner, all such fences which are in any way damaged by his operations.

The tearing down and removal of cross fences and other fences occuring within the right of way limits shall be considered to be a part of and incidental to the clearing and grubbing work or removal work as given in Section 201 and 202. If the contractor is ordered by the engineer to construct new right of way fences or to move and reconstruct existing fences, such work will be paid for at the contract unit price for same, or as "Extra Work".

The contractor shall provide such safeguards and protections around and in the vicinity of the excavations he makes as may be necessary to prevent and avoid the occurrence of damage, loss, injury and death to property, animals and persons because of such excavations. Liability for any such damage, loss, injury or death shall rest with the contractor. In the cases of excavations made on the highway right of way or on lands owned or otherwise controlled by the State, the contractor's responsibility for safeguarding and protecting shall terminate when all work to be done under the contract is completed and accepted by the State. Such completion and acceptance shall not relieve the contractor from any liability existing at the time of acceptance.

107.14 Use of Explosives - When the use of explosives is necessary for the prosecution of the work, the contractor shall exercise the utmost care not to endanger life or property, including new work. The contractor shall be responsible for all damage resulting from the use of explosives.

All explosives shall be stored in a secure manner in compliance with all laws and ordinances, and all such storage places shall be clearly marked. Where no local laws or ordinances apply, storage shall be provided satisfactory to the engineer and in general not closer than 1,000 feet from any road or from any building or camping area or place of human occupancy.

The contractor shall notify each public utility company having facilities in proximity to the site of the work of his intention to use explosives. Such notice shall be given sufficiently in advance to enable the companies to take such steps as they may deem necessary to protect their property from injury.

107.15 Restoration of Surfaces Opened by Permit - An individual, firm or corporation may be issued a permit by the proper authorities for opening the highway, road or street for the purpose of constructing or reconstructing any utility service.

The contractor shall permit the holder of such a valid permit to open the highway, road or street for such purpose, and will not be entitled to any damages either because of the digging up of the highway, road or street or for any delay occasioned the contractor thereby.

When ordered by the engineer, the contractor shall make, in an acceptable manner, all necessary repairs due to such openings, and such necessary work will be paid for as "Extra Work", or as provided in the special provisions, and will be subject to the same conditions as original work performed.

107.16 Federal-Aid Participation -When the United States Government participates in the cost of the work covered by the contract, the work shall be under the supervision of the State but subject to the inspection and approval of the proper officials of the United States Government and in accordance with the applicable Federal Statutes and rules and regulations made pursuant thereto.

107.17 Patented Devices, Materials and Processes - If the contractor employs any design, device, material or process covered by letters of patent or copyright, he shall provide for such use by suitable legal agreement with the patentee or owner. The contractor and the surety shall indemnify and save harmless the State, any affected third party, or political subdivision from any and all claims for infringement by reason of the use of any such patented design, device, material or process, or any trademark or copyright, and shall indemnify the State for any costs, expenses and damages which it may be obliged to pay by reason of any infringement, at any time during the prosecution or after the completion of the work.

107.18 Public Safety and Convenience - The contractor shall be responsible for all damages to property, injury to persons, and loss, expense, inconvenience and delay that may be caused by or that may result from any act, omission or neglect of the contractor, his subcontractors or the employees of either in the performance of the work to be done under the contract.

The contractor shall at all times so conduct his work as to insure the least possible obstruction or hazard to traffic. The convenience of the general public and the residents along the highway and the protection of persons and property is of prime importance and shall be provided for by the contractor in an adequate and satisfactory manner.

The contractor shall conduct the work without at any time closing existing highways and existing public roads, except for short periods of time.

Entrances to residences, garages, service stations, business places, farms, orchards, and driveways of all kinds shall not be blocked for more than a few hours, if at all. Satisfactory means of ingress and egress for persons residing or having occasion to transact business along the route of the work shall be maintained at all times.

No work which interferes or conflicts with traveled roadways shall at any time be commenced or performed until a plan for the satisfactory handling of traffic at the place concerned has been worked out between the contractor and the engineer. Approval by the engineer is tacit only and shall not relieve the contractor of his full responsibilities under the contract.

Where abrupt dropoffs occur or other hazards are created, the contractor shall provide warning devices visible by day and by night delineating the hazard and warning traffic of its existence.

Where the plans call for facilitating public traffic by part-width construction with one-way traffic and when the contractor resorts to one-way traffic procedure, the contractor shall facilitate the safe passage of public traffic past such affected sections of road by providing for alternating one-way traffic control. Under these conditions, the contractor shall furnish signs, lights, barricades, flagmen, pilot cars and pilot car operators to direct and handle the alternating one-way traffic. The section of road traversed by the one-way control shall not exceed 2 miles in length unless otherwise approved by the engineer, and the pilot car trips shall be so scheduled that no vehicle will be held immobile more than 20 minutes. Nominally, these limitations are set on the premise that the traffic is not unduly heavy and that approximately 75 vehicles will constitute the maximum number to be alternately passed through the affected section in one trip. The delay time of 20 minutes shall not be exceeded, but the distance traveled under one-way control shall be reduced, if traffic demands so warrant. Notwithstanding the above provisions, the contractor shall open the highway as quickly as possible for the passage of emergency vehicles.

107.19 Protection and Restoration of Property and Landscape - The contractor shall be responsible for the preservation of all public and private property and shall protect carefully from disturbance or damage all land monuments and property marks until the engineer has witnessed or otherwise referenced their location and shall not move them until directed.

The contractor shall be responsible for all damage or injury to property of any character, resulting from any act, omission, neglect or misconduct in his manner or method of executing the work, or due to defective work or materials.

When or where any direct or indirect damage or injury is done to public or private property by or on account of any act, omission, neglect or misconduct in the execution of the work, or in consequence of the nonexecution thereof by the contractor, he shall restore, at his own expense, such property to a condition similar or equal to that existing before such damage or injury was done, by repairing, rebuilding or otherwise restoring as may be directed, or he shall make good such damage or injury in an acceptable manner.

Land irrigation and drainage facilities and growing crops shall be protected from damage. The contractor shall perform his operations at such times and in such manner as not to interfere with the owner's use thereof and rights thereto. The contractor shall anticipate the conditions which may arise or obtain due to such facilities and crops as they may affect the performance of his work and shall have taken into consideration, in his bid, any delays, inconveniences and damages which may occur.

In applying the provisions above stated, the repairing, rebuilding or replacing of damaged property shall be understood to include the providing of any temporary facilities that may be needed to maintain normal service until the required repairing, rebuilding or replacing is accomplished.

These provisions shall apply to the repairing, rebuilding or replacing of pipes, conduits, sewers, water and gas lines, and to other underground structures, to overhead structures, to land monuments and property marks, to mail and newspaper boxes, to irrigation facilities, to crops and to all other real or personal, private and public property whether shown on the plans or not. It shall be the contractor's responsibility to ascertain the existence and location of all properties and facilities which may be subject to damage by reason of his operations.

107.20 Forest Protection - In carrying out work within or adjacent to State or National Forests, the contractor shall comply with all regulations of the State Fire Marshal, Conservation Commission, Forestry Department, or other authority having jurisdiction, governing the protection of forests and the carrying out of work within forests, and shall observe all sanitary laws and regulations with respect to the performance of work in forest areas. He shall keep the areas in an orderly condition, dispose of all refuse, obtain permits for the construction and maintenance of all construction camps, stores, warehouses, residences, latrines, cesspools, septic tanks and other structures in accordance with the requirements of the Forest Supervisor.

The contractor shall take all reasonable precaution to prevent and suppress forest fires and shall require his employees and subcontractors, both independently and at the request of Forest officials, to do all reasonably within their power to prevent and suppress and to assist in preventing and suppressing forest fires and to make every possible effort to notify a Forest official at the earliest possible moment of the location and extent of any fire seen by them.

107.21 Responsibility for Damage Claims - The contractor shall indemnify and save harmless the Division, its officers and employees, from all suits, actions or claims of any character brought because of any injuries or damage received or sustained by any person, persons or property on account of the operations of the said contractor, his subcontractors or the employees of either; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect or misconduct of said contractor; or because of any claims or amounts recovered from any infringements of patent, trademark or copyright; or from any claims or amounts arising or recovered under any workman's compensation law or any other law, ordinance, order or decree; and so much of the money due the said contractor under and by virtue of his contract as may be considered necessary by the Division for such purpose may be retained for the use of the State; or, in case no money is due, his surety may be held until such suit or suits, action or actions, claim or claims for injuries or damages as aforesaid shall have been settled and suitable evidence to that effect furnished to the Division; except that money due the contractor will not be withheld when the contractor produces satisfactory evidence that he is adequately protected by public liability and property damage insurance.

The State, the Transportation Commission, the members thereof and its officers, employees and agents will not in any manner be answerable or accountable for any loss or damage from any cause whatsoever resulting to the work, or any part thereof, or to any of the equipment, materials or other things used or employed in prosecuting or completing the work.

Except as provided in subsections 105.06, 105.07, 107.22 and 107.24, or as provided in the special provisions, it is specifically agreed between the parties executing the contract that it is not intended by any of the provisions of the contract to designate the public or any member thereof a third party beneficiary hereunder, or to authorize the public or any member thereof to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of the contract.

107.22 Contractor's Responsibility for Utility Property and Services - At points where the contractor's operations are adjacent to properties of railway, telegraph, telephone and power companies, or are adjacent to other property, damage to which might result in considerable expense, loss or inconvenience, work shall not be commenced until all arrangements necessary for the protection thereof have been made.

The contractor shall cooperate with the owners of any utility lines or facilities in their removal and rearrangement operations in order that these operations may progress in a reasonable manner, that duplication of rearrangement work may be reduced to a minimum, and that services rendered by those parties will not be unnecessarily interrupted.

In the event of interruption to water or utility services as a result of accidental breakage or as a result of being exposed or unsupported, the contractor shall promptly notify the proper authority and shall cooperate with the said authority in the restoration of service. If water or sewage service is interrupted, repair work shall be continuous until the service is restored. No work shall be undertaken around fire

Abby's
Abby's **PIZZA INNS**
CLARKSTON · EUGENE · FLORENCE
GRANTS PASS · GRESHAM · JUNCTION CITY
KLAMATH FALLS · MEDFORD · NEWBERG
NEWPORT · OREGON CITY · ROSEBURG
SALEM · SPRINGFIELD · WALLA WALLA
WENATCHEE · WINSTON · WOODBURN

August 26, 1980

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Gentlemen:

It looks like the Highway project in front of the Abby's Pizza Inn in Roseburg, Oregon, has started which we are pleased to see. But I can also see that we are going to run into some problems with our asphalted lot and driveway areas. I felt it would be better to put the Highway Division on notice now that we will hold you accountable for any damages resulting from your contractors. We are keeping a diary as to damages done to the parking lot. We realize that the working conditions are tight but also feel that if there is any damage done to our asphalt by your contractors it should be paid by the State and not by us.

Thank you,
BROUGHTON AND HARRELL CORP.
Albert A. Broughton
Albert A. Broughton, Pres.

cc: Rgnl. Headquarters
Roseburg, Oregon

RECEIVED
STATE HWY ENGR
AUG 27 '80
REFER TO
FOR
Info [illegible] [illegible] [illegible] [illegible] [illegible] File

HOME OFFICE -:- 1661 N. E. STEPHENS STREET -:- ROSEBURG, OREGON 97470

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

234

July 28, 1980

In Reply Refer to
File No.: PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Right of Way Clearance
Project NO. F-55(7)
Alameda Ave.-Garden Valley Blvd. Sec.

I request your concurrence that it is in the public interest to advertise the physical construction for bids, although the contractor will be restricted from working for a period of time on part of the project right-of-way.

There are five improved parcels of right-of-way that will not be fully acquired by the advertising date of August 7, 1980. We plan to have a three week advertising period for this project, with bids to be opened on August 28, 1980. The file numbers and owners involved are as follows:

File No.	Owner
50488	Industrial Supply Co.
50491	Dodge
50492	Sims
50493	Mahaffey
50500	Ohman

REFERRED TO
Sandmeyer ✓ NEM
Beard
Cole Watson
Erikson Dorn Leu
Hager
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED

Form 734-3-77

The State is proceeding with condemnation and deposits have been made to the court on each listed file. Working restrictions will be in force on these files until September 30, 1980; except, on file 50492, the restriction will extend to October 13, 1980. A sketch map showing their location is attached.

We believe it is in the public interest to receive bids on August 28, 1980, to be able to have the contractor commence work on this construction project and accomplish a portion of the required work before the winter season.

The contract specifications will contain the restrictive clause required in FHPM 6-4-1-6.

JLG:sr
Attachments

cc: J. H. Versteeg
J. B. Boyd
F. C. Lowe

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-55(7)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA, Salem, Oregon

PROGRAM NO.

COUNTY NAME
Douglas

ITEM NO.
90259

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7-30

RECEIVED
STATE HWY ENGR
JUL 30 '80
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED 7-28-80	DATE AUTHORIZATION EFFECTIVE 7-28-80	FEDERAL ROUTE NUMBER Primary 55 STATE ROUTE NUMBER Secondary 234

GENERAL LOCATION:
N. E. Alameda Avenue, N. E. Garden Valley Blvd.

GENERAL DESCRIPTION OF WORK:
Grade, drain, and pave

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-24-80, you are authorized to proceed with actions necessary to advance the physical construction of the subject project at a TEC $662,000 - Federal funds $583,553.

DATE 7-28-80	SIGNATURE OF APPROVING OFFICIAL G. K. Ho[illegible]	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-918

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 7/22/80
Donald L. Rout

August 28, 1980 Bid Letting ____________ All Clear Deadline

SECTION NE Alameda-NE Garden Valley Blvd.
Highway Oakland-Shady Highway
County Douglas Region 3
Type of Work G-P-Signs-4 Lane Funds FA
State ___ Consultant ___ Plans Avail. ___ Yes ___ No

	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR
DOCUMENTS:					
EIS	☒				
Negative Declaration		☒			☒
Project Assessment	☒				
Write-off Letter	☒				
PERMITS:					
Division of State Lands	☒				
D.O.G.M.I.	☒				
Corps of Engineers	☒				
Coast Guard	☒				
Co. Conditional Use	☒				
NPS Air Pollution	☒				
NPS Water Pollution	☒				
CULTURAL:					
Cultural Survey		☒			☒
Cultural Salvage	☒				
NOISE:					
Noise Study		☒			☒

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 21, 1980

In Reply Refer to
File No.:

John Kitzhber, M.D.
State Representative
District 45
1033 W. Brown
Roseburg, Oregon 97470

Re: File 50500-Ohman
NE Alameda Avenue -
NE Garden Valley Blvd.
Section
Oakland-Shady Highway

Dear Dr. Kitzhber:

Your letter concerning the relocation of Cascade Chrysler Center in Roseburg has already been answered by our Region Right of Way Supervisor, Neil Flanagan. I have reviewed Mr. Flanagan's letter and there is very little that I can add. Although the relocation program is generally quite liberal, it does not contain provisions for assisting business tenants beyond those benefits outlined by Mr. Flanagan.

I have asked Mr. Flanagan to continue working with Mr. Fraelich, with the hope that a new location can be located for Cascade Chrysler Center.

If we can be of any further assistance, please contact us.

Very truly yours,

Rod Henry

Rod Henry, Assistant
Right of Way Manager

RJH:mk

cc: ✓F. B. Klaboe
Neil Flanagan

DOT DIRECTOR
JUL 2[illegible] '80
REFER TO
FOR
Info	Invest	R/D	O/R	Sign	Act	File

Form 734-3122

July 21, 1980

ROW 11

The Honorable John Kitzhaber
State Representative
1033 West Brown
Roseburg, Oregon 97470

Dear Representative Kitzhaber:

This is in reference to your letter of July 8 concerning the impact of the proposed highway improvement on North Stephens Street in Roseburg on the business of Mr. Gary Fraelich.

Our Right of Way Supervisor in the area, Mr. Neil Flanagan, has outlined to you the manner in which we operate concerning business relocation assistance.

I would suggest that perhaps it would be best for Mr. Fraelich to pursue a lease-holder interest with the owner of the property.

If I can be of any further assistance, please feel free to contact me.

Sincerely,

F. B. Klaboe
Director

bc H. S. Coulter
Alfred Shirley, Jr.
Bruce Boyd
Neil Flanagan

AS:cw HSC:ia fn

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
1058 W. HARVARD BLVD., ROSEBURG, OREGON 97470 PHONE 440-3383

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUL 16 1980
M AM ADM RBR CA RS
FinS AS CE OS IA ROc
0 1 2 3 4 F

July 15, 1980

IN REPLY REFER TO
FILE NO: cc FBKlaboe

John Kitzhaber
House of Representatives
Salem, OR 97310

File No: 50500 - Ohman
Section: Alameda-Garden Valley
Highway: Oakland-Shady
County : Douglas

Dear Representative Kitzhaber,

The plight of Mr. Fraelich and his business operation has been given full consideration allowed by law and our operating procedures.

RECEIVED
DOT DIRECTOR
JUL 17 '80
REFER TO
FOR
Info Issue R/D D/R Sign Act

The offer to purchase right-of-way for the much needed widening of N. E. Stephens Street, a project very high on the priority list for the City of Roseburg and Douglas County, must be made to the property owner. Mr. Fraelich holds no interest in the property beyond a month-to-month tenancy under a rental agreement.

Mr. Fraelich has been offered relocation benefits as provided by Federal Statute. Upon submission and agreements, we can pay his moving costs to a new place of business. There is no provision for compensation due to an increase in rental rates or loss of business during the transition. As an alternate, if Mr. Fraelich is forced out of business by the acquisition, he can apply for a cash, non-taxable payment "in-lieu" of a business move that could total $10,000.00, depending on the average profit reported in his Federal Income Tax for the past two calendar years.

As a matter of routine operating procedure, the Small Business Administration has been advised of this potential dislocation making Mr. Fraelich eligible for assistance from that source. What may be available and conditions under which he may apply, are not known to me but can be learned by contacting the area SBA representative.

Beyond the assistance offered and the alternates outlined above, we can do no more. Upon reflection, I'm certain you will agree we should not pay the owners of property for land and improvements and then again compensate a tenant for that same property. Such double payment would represent a substantial misuse of public money, an approach neither of us would propose.

A Federal review of the Relocation Assistance Act, under which we must operate, is currently underway. Nothing will likely be accomplished prior to Mr. Fraelich's disruption, but if it should be, the only change will be in dollar amounts offered, not scope nor intent.

You can be assured that the Oregon Department of Transportation, Highway Division has offered every available assistance Mr. Fraelich is entitled to receive. We would not contemplate any other approach.

Mr. Fraelich has been advised of our notification to the Small Business Administration so he could seek assistance from that agency. Within constraints imposed by the will of the people, we can do nothing more except offer to meet with you and Mr. Fraelich to discuss further the scope of our acquisition, relocation benefits and tender any assistance in that vein allowed by Law.

Should you wish to discuss any aspect of this correspondence or the right-of-way acquisition program, please contact me.

Thank you for your interest.

Very truly yours,

Neil Flanagan
Right of Way Supervisor

NF:gls
enclosure
cc J. B. Boyd
Bud Shirley

JOHN KITZHABER, M.D.
DOUGLAS COUNTY
DISTRICT 45

REPLY TO ADDRESS INDICATED:

☐ HOUSE OF REPRESENTATIVES
H472 STATE CAPITOL
SALEM, OREGON 97310

☐ 1033 W. BROWN
ROSEBURG, OREGON 97470

COMMITTEES
VICE CHAIRMAN:
AGING
MEMBER
TRADE AND ECONOMIC DEVELOPMENT
HUMAN RESOURCES

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

RECEIVED
DOT DIRECTOR
JUL 1[illegible] '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

July 8, 1980

Mr. Virgil Wilson
Right of Way Supervisor
Region 3
Highway Department
1058 W. Harvard
Roseburg, Oregon 97470

Dear Mr. Wilson:

I am writing concerning a problem faced by one of my constituents as a result of the North Stephens Street "Highway 99" widening project in Roseburg.

My constituent, Mr. Gary Fraelich, owns the Chrysler dealership on the N.W. corner of Garden Valley Blvd. and North Stephens - but he does not own the land or the building itself. The project will affect him in two ways. First, it will take out his body shop, which lies just north of his main showroom. Second, the project is expected to take 33 of the 38 parking spots in his display lot.

It is my understanding that the owner of the land has been offered $73,000.00 in payment for the land he will lose to the street widening project. Mr. Fraelich has been offered a move to a new location. It is this latter situation that I would like you to consider.

It would appear that Mr. Fraelich will have no option but to move. It is hard enough to maintain an automobile dealership today, and even more difficult to maintain a Chrysler dealership. The loss of 33 of 38 display parking slots will clearly be detrimental. But to add to this, the body shop will be lost as well. With the nationwide decrease in domestic auto sales, a significant portion of his current business is dependent upon and generated by the body work.

Given these circumstances, Mr. Fraelich must move his business if he is to survive. The state, however, will apparently only pay for the cost of the move itself. Since there do not currently appear to be any suitable locations for relocation, Mr. Fraelich will have to build a new facility. If any such facilities were available, the rent factor would almost certainly be much higher than his current rate.

Thus, under the current circumstances, Mr. Fraelich will most certainly be forced out of business by the street widening project. It is important to note that if his business is closed, it will put 26 additional people out of work - a serious consideration for a local economy which faced the 20 percent unemployment rate earlier this year.

I do not question the need for the state to be able to pursue such projects as that being planned for North Stephens. I do feel that any small independent businessman out of business and addition to local unemployment levels is not justifiable.

I appreciate the complexity of this situation, and yet I feel the circumstances merit the exhaustion of every effort to find the solution. The availability of low interest loans, for example, might enable Mr. Fraelich to financially absorb the cost of relocation. There may be other approaches.

I do not pretend to have a clarified answer to this situation, but do feel that it must be given serious consideration. I would appreciate any thoughts and comments you might have on possible avenues towards a resolution of this problem.

Sincerely,

John Kitzhaber, M.D.
State Representative
District 45

JK/jp
cc: Gary Fraelich
Mr. Fred B. Klaboe
J.B. Boyd

ROSEBURG REGION
RECEIVED
APR 24 1980
E FSE ROE TE
R RLE
ENV FAE SEC

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT	FHWA NOTICE
RELOCATION PLANNING FOR DISPLACED BUSINESSES	N 6600.9 April 3, 1980

1. PURPOSE. To issue interim guidelines for a business relocation policy which will minimize the economic harm to displaced business establishments and to increase the likelihood of their remaining within the affected community.

2. BACKGROUND

   a. Many businesses operate under marginal conditions where disruptions in clientele or cash flows are critical. Displacement of such firms by highway projects can increase their fatality rate. As a result there is a need for additional relocation planning and assistance.

   b. Businesses forced to move frequently choose outlying locations from a city or urban area, prompted by such economic factors as cheaper land or lower taxes. Inadequate information and planning for sites in a particular jurisdiction may contribute to the loss of businesses and employment opportunities in that area.

   c. In the interest of equity and a sound transportation policy and in keeping with President Carter's urban policy, the Secretary of Transportation has directed that immediate steps be taken to address these problems.

3. ACTION

   a. In connection with and as a part of the studies and plans for addressing social, economic, and environmental effects of a highway project, the State agency should consult with the affected local government and with the businesses potentially subject to displacement on all reasonable alternatives under consideration.

DISTRIBUTION: H-W-3
H-D-1; H-D(RW)-3
H-M-1; H-M(RW/SH)-4

OPI: HRW-20

b. The coordination and consultation process should be initiated at the earliest practical time, preferably concurrently with the initiation of the environmental studies for the various alternatives, and should continue throughout the planning and acquisition phases of the project.

c. Costs incurred by State and local agencies in connection with the preparation of feasibility studies and the development of relocation plans for businesses to be displaced are eligible for Federal participation as a normal project expense.

d. The State agency and the local jurisdiction should explore all possible sources of funding or other resources which may be available to businesses. Sources which should be considered include State and local entities, the Department of Housing and Urban Development, the Economic Development Administration, the Farmers Home Administration, the Small Business Administration, and other Federal agencies.

e. The results of early consultation with businesses to be displaced, planning for incentive packaging (e.g., tax abatement, special financing, flexible zoning and building requirements), and of advisory assistance which has been or will be furnished should be documented in the conceptual relocation plan, and as appropriate, in the final environmental impact statement.

f. Emphasis should be given to providing relocation advisory services to businesses. Appropriate measures should be taken to ensure that all businesses which are to be displaced are fully aware of their benefits and entitlements, courses of action which are open to them, and any special provisions designed to encourage businesses to relocate within the same community. Relocation offices should be staffed with persons who possess the necessary skills for successfully handling business displacements.

g. Advance acquisition of business properties should be encouraged where appropriate hardship circumstances, such as loss of patronage or increased operating costs due to lengthy project planning, can be documented. Business property owners who suffer special hardships in contrast to other property owners may be considered eligible for hardship acquisition.

h. Businesses which depend heavily on local patronage from residents who are also being displaced should be given the opportunity, to the greatest extent practical, to relocate concurrently with the relocation of their patrons.

4. EFFECT ON EXISTING REGULATIONS. The provisions of this Notice will be incorporated as appropriate into a future revision of the Federal-Aid Highway Program Manual and Code of Federal Regulations.

John S Hassell Jr

John S. Hassell, Jr.
Deputy Federal Highway
Administrator

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

ROW 18-4

June 25, 1980

NOTED

Byron C. Ward
Highway Relocation Coordinator
Pacific Power & Light Co.
920 SW Sixth Ave.
Portland, OR 97204

Quit Claim Deed
Power Line Easement
Ray O. Simms and William H. Simms' Property
NE Alameda Ave.-NE Garden Valley Blvd. Section
Oakland-Shady Highway
Douglas County
File No. 50492

Dear Byron:

Reference is made to my letter of July 26, 1979 which submitted a quit claim deed for the relenquishment of your interest in State highway right of way acquired from Ray O. Simms and William H. Simms for the reconstruction of the NE Alameda Ave.-NE Garden Valley Blvd. Section of the Oakland-Shady Highway. The quit claim deed evidently didn't reach you or was lost some place in processing through your Company.

I have been advised that your facilities have been removed from the property described in the quit claim deed.

Please return the fully-executed original copy of the quit claim deed to this office.

Yours truly,

Jack M. Cartwright
Utility Engineer

JMC/vlw

bc: E. S. Hunter
J. B. Boyd
Alfred Shirley
Neal Flanagan
John Christopherson
A. L. Riveness

RECEIVED
TECHNICAL SERVICES
JUN 26 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-55(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 70124

COUNTY NAME Douglas

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 27 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ac | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 6/23/80

FEDERAL ROUTE NUMBER Primary 55

STATE ROUTE NUMBER Secondary 234

GENERAL LOCATION:
Alameda Avenue - Garden Valley Blvd. Section

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6/10/80 I approve the revised Preliminary Engineering Costs to a TEC of $84,550 Federal Funds $72,543.

(Increase TEC $29,550 Federal funds $25,363)

DATE 6/23/80

SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

TITLE for Division Administrator

FORM PR-1240
(REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-885

1-5

DOUGLAS COUNTY

DEPARTMENT OF PUBLIC WORKS

KENNETH ERICKSON, DIRECTOR
ROOM 219 -- COURTHOUSE
ROSEBURG, OREGON 97470
(503) 673-1111, EXT. 208

W.C. "BILL" BOWNE
SPECIAL STUDIES
JUSTICE BUILDING, ROOM 103
EXT. 481

JAMES F. GOSSON, ASST. DIRECTOR
ENGINEERING
JUSTICE BUILDING, ROOM 103
EXT. 481

H. NILE HOOVER, ASST. DIRECTOR
HIGHWAY MAINT. & CONST.
2586 N. E. DIAMOND LAKE BLVD.
(503) 672-3391

May 30, 1980

REFERRED TO
Beard
Cole
Eriksen
Hager
Staudenmeyer ✓
Mann
Watson
Dorn
Lau
Return ✓ Discuss Do File Copy Dup
BY FINAL DESIGN ENGINEER
NEM

Oregon State Highway Division
1523 S.E. Cobb
Roseburg, OR 97470

ATTN: Alfred Shirley

Re: Alameda Storm Drain

Gentlemen:

Contrary to my letter to you of April 17, 1980, I must request that you delete the County planned storm drain facility from your project.

Budgetary restrictions make it necessary for this project as well as several others to be deferred indefinitely.

Very truly yours,

James F. Gosson

James F. Gosson, P.E.
Assistant Director
Dept. of Public Works

JFG:mh

cc: K. L. Erickson
Warren Poland

✓ Versteeg ✓
Anderson
✓ Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 4 1980
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

6/3/80
Duane Christensen -
Pls stop all action
on this design feature
Alfred Shirley
Reg. Engr.

11-1 7

Int 5
Douglas

May 15, 1980

City of Roseburg
City Hall
Roseburg, OR 97470

AGR 4

Attention: Richard P. Adams
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7258

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of N. E. Alameda Avenue-Garden Valley Boulevard Section of the Oakland-Shady Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN/gnk

bc: Don Harwell (conformed agree. attached)

1197

April 30, 1980

Board of County Commissioners
Douglas County
Courthouse
Roseburg, OR 97470

AGR 4

Attention: Doris Wadsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7202

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of the Alameda Avenue-Garden Valley Boulevard Section of the Oakland-Shady Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (conf. agree. att.)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-6355~~ 440-3399

Mr. Michael Hoehn
Director of Public Works
City of Roseburg
900 S.E. Douglas Ave.
Roseburg, OR 97470

April 18, 1980

In Reply Refer to
File No.: LOC 17

Dear Mr. Hoehn:

This will acknowledge receipt of three signed copies of Construction Agreement No. 7258 for the proposed N.E. Alameda Avenue - Garden Valley Blvd. Section of the Oakland - Shady Highway project. Also acknowledged are three copies of City Resolution No. 80-21 authorizing execution of this agreement.

By copy of this letter I am forwarding these documents to the Project Management Section in Salem for further processing.

A fully executed copy of this agreement will be returned to you for your files.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp

cc: D.H. Moehring
Jack McCormick
Ron Busey

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
APR 23 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Form 734-3122

Telephone 503/672-7701

CITY OF ROSEBURG

900 S. E. Douglas Avenue
ROSEBURG, OREGON 97470

April 17, 1980

Mr. Jack Ayres
Federal Aid Engineer
Department of Transportation
Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Ayres:

Per your request find three signed copies of Construction Agreement No. 7258 for the proposed N. E. Alameda Avenue/Garden Valley Blvd. Section of the Oakland/Shady Highway, along with Resolution No. 80-21.

We would appreciate receiving a completely executed copy. Thank you.

Yours very truly,

J. Michael Hoehn
Dw

J. Michael Hoehn, P. E.
Director of Public Works

dw

encl.

Timber Capital of the Nation

234

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg, Oregon
April 15, 1980

FROM: JIM GIX
Regional Construction Engineer

TO: J.H. Versteeg
Road Design Engineer
SALEM

SUBJECT: File 50492 - Sims
Alameda-Garden Valley
Oakland-Shady Highway
Douglas County
Project F-55(6)

Please cancel the easements for permanent slopes on subject file, as our right of way will be adequate under the present complaint on this file.

jjg/cp
attach.
cc: M. Havig
R. Busey

Versteeg
Anderson
Christensen
L Olson
Sullivan
Terpin
Trout
I Wakerlig

RECEIVED
APR 17 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION **FILE:**

INTER-OFFICE CORRESPONDENCE

Roseburg, OR

April 10, 1980

FROM: Neil Flanagan
Right of Way Supervisor

✓**TO:** Jim Gix
Region Construction Engineer

FILE NO: 50492 - Sims
SECTION: Alameda-Garden Valley
HIGHWAY: Oakland-Shady
COUNTY : Douglas
PROJECT: F-55(6)

Early in the acquisition phase of this project, we discussed easements. You asked Vern Schull to investigate. Roger Patitz checked and determined we would not need any slope easements on the westerly side of the highway except a small portion near Stewart Parkway and across the Dodge property.

Our appraisals, offer and complaint, are based on purchase of the fee right-of-way from this file only. We neither valued nor offered to purchase the easement.

I am now advised that nothing formal was done to cancel the easement. Requests to eliminate must come from you and go to Hal Versteeg's office.

Would you please make the necessary formal request?

NF:gls

ROSEBURG REGION
RECEIVED
APR [illegible] 1980
RE | RMS | RCE | ROC | TE
RUE | DES | [illegible] | RPR | RLE
ENV | FAE | RSI | SEC

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 11, 1980

In Reply Refer to
File No.: AGR 4-2

NOTED
E. S. HUNTER

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

D E Swan

SUBJECT: Oregon Project No. F-55(6)
Construction Agreement
N.E. Alameda Ave.-Garden Valley Blvd.
Oakland - Shady Highway, No. 234
Douglas County

Attached for your consideration is one advance copy of a proposed Construction Agreement covering preliminary engineering, right-of-way acquistion, utility adjustments, construction and future maintenance responsibilities along subject section.

An advance copy of the agreement covering that portion of the project under jurisdiction of the City of Roseburg was forwarded to you under the date of February 29, 1980.

Following signature by State and County Officials, two fully-conformed copies will be submitted for your concurrence, if required.

MCH:pf
Attachment

cc: E. S. Hunter
J. L. Sollis
Commission Services
Federal Aid Unit

REC
TECH
MAR 12 '80
REFE
Info Inv F/O

Form 734-3122

Telephone 503/672-7701

CITY OF ROSEBURG

900 S.E. Douglas Avenue
ROSEBURG, OREGON 97470

March 7, 1980

Mr. Jack Ayres
Federal Aid Engineer
Department of Transportation
Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Jack:

I have reviewed Construction Agreement No. 7258 for the proposed N. E. Alameda Avenue - Garden Valley Boulevard Section of the Oakland/Shady Highway.

The following are changes requested in the wording of the Agreement per our phone conversation March 6, 1980.

State Obligations

1. State shall conduct the necessary field surveys, obtain all required right-of-way, easements and permits, perform all preliminary engineering and design work necessary to prepare plans, specifications and estimates, advertise for bids, award all contracts, furnish all construction engineering, material testing, technical inspection and resident engineer services for administration of the contract and, upon completion of construction, thereafter perform all necessary raodway maintenance operations *within its jurisdiction as defined in ORS 373.020*.

2. State shall locate and construct certain city street connections within the limits of the project and, upon completion of construction, shall dispose of all State's right, title and interest in those portions of property lying outside state highway jurisdiction, with all jurisdiction, maintenance and control thereupon passing to City to be performed at its sole expense. *State jurisdiction at City street connections being defined as the extension across the connection of the area of maintenance as defined in paragraph 1*.

General Provisions

3. The installation of the traffic signal and the maintenance and power cost for the signal at Alameda Avenue included as a part of this project are as agreed to between the State and Douglas County.

I am returning the three copies of the original agreement.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
MAR 11 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Timber Capital of the Nation

If there are any questions or clarification needed, please contact me.

Yours very truly,

J. Michael Hoehn

J. Michael Hoehn, P. E.
Director of Public Works

JMH:dw

encl. Agreement - 3

AGR 4-2

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Asst. State Highway Engineer

DATE: February 1, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Construction Agreement Draft
Alameda Ave.-Garden Valley Blvd. Section
Oakland-Shady Highway, No. 234
Douglas County

Attached for your consideration is an agreement draft covering engineering, right-of-way, utilities, construction and maintenance for the Douglas County portion of subject project. There will be a companion agreement with the City of Roseburg.

This project is currently scheduled for contract during the July-August-September period with a planning estimate of $685,000 using Federal Aid funds.

Please study the provisions of the proposed agreement and, if you approve, forward it to the Design Section for their review, comment and return to this office for preparation in final form.

MCH:pf
Attachment

APPROVED
R/W DESCRIPTION ENGR.

additional R/W staking in SW quadrant at Oakland-Shady Hwy & Oakland Ave should be shown otherwise OK

4 Versteeg
Anderson
1 Christensen
2 Olson
Sullivan
3

RECEIVED

APPROVED
FINAL DESIGN ENGR.

2-28-80

RECEIVED
TECHNICAL SERVICES
FEB 1 '80
REFER TO Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Contains Recycled Materials
81-125-1387

SP*75683-125

AGR 4-1

STATE OF OREGON

INTEROFFICE MEMO

TO: ✓E. S. Hunter
Asst. State Highway Engineer

DATE: January 31, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Construction Agreement Draft
Alameda Ave.-Garden Valley Blvd. Section
Oakland - Shady Highway, No. 234
City of Roseburg

Attached for your consideration is an agreement draft covering engineering, right-of-way, utilities, construction and maintenance for subject project.

This project is currently scheduled for contract during the July-August-September, 1980 period with a planning estimate of $685,000 using Federal Aid funds.

Please study the provisions of the proposed agreement and, if you approve, forward it to the Design Section for their review, comment and return to this office for preparation in final form.

MCH:pf
Attachment

REFERRED TO
Beard ✓ Staudenmeyer
Cole ~~Sample~~ NEM
Eriksen Watson
Hager Leu
Dorn Due
Return Discuss [✓ Do] File Copy
BY FINAL DESIGN ENGINEER
Please review [illegible] comments [illegible]

E S Hunter
2-12-80

APPROVED
FINAL DESIGN ENGR. 2-8-80

RECEIVED
TECHNICAL SERVICES
JAN 31 '80
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

1
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3

Contains Recycled Materials
81-125-1387

SP*75683-125

11-7

STATE OF OREGON

Highway - Traffic
DEPT.

37-[illegible]
TELEPHONE

INTEROFFICE MEMO

TO: Alfred Shirley, Jr.
Region III Engineer

DATE: November 5, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
NE Alameda Avenue-NE Garden Valley
Boulevard Section
Oakland-Shady Highway
Douglas County

Attached are six copies of [illegible] sign [illegible] plans showing proposed Sign installations on the above-named section.

Please review [illegible] recommendations. [illegible] for [illegible] as [illegible] you [illegible]

We received [illegible] plans [illegible]

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

LEG:jrb

Attachment

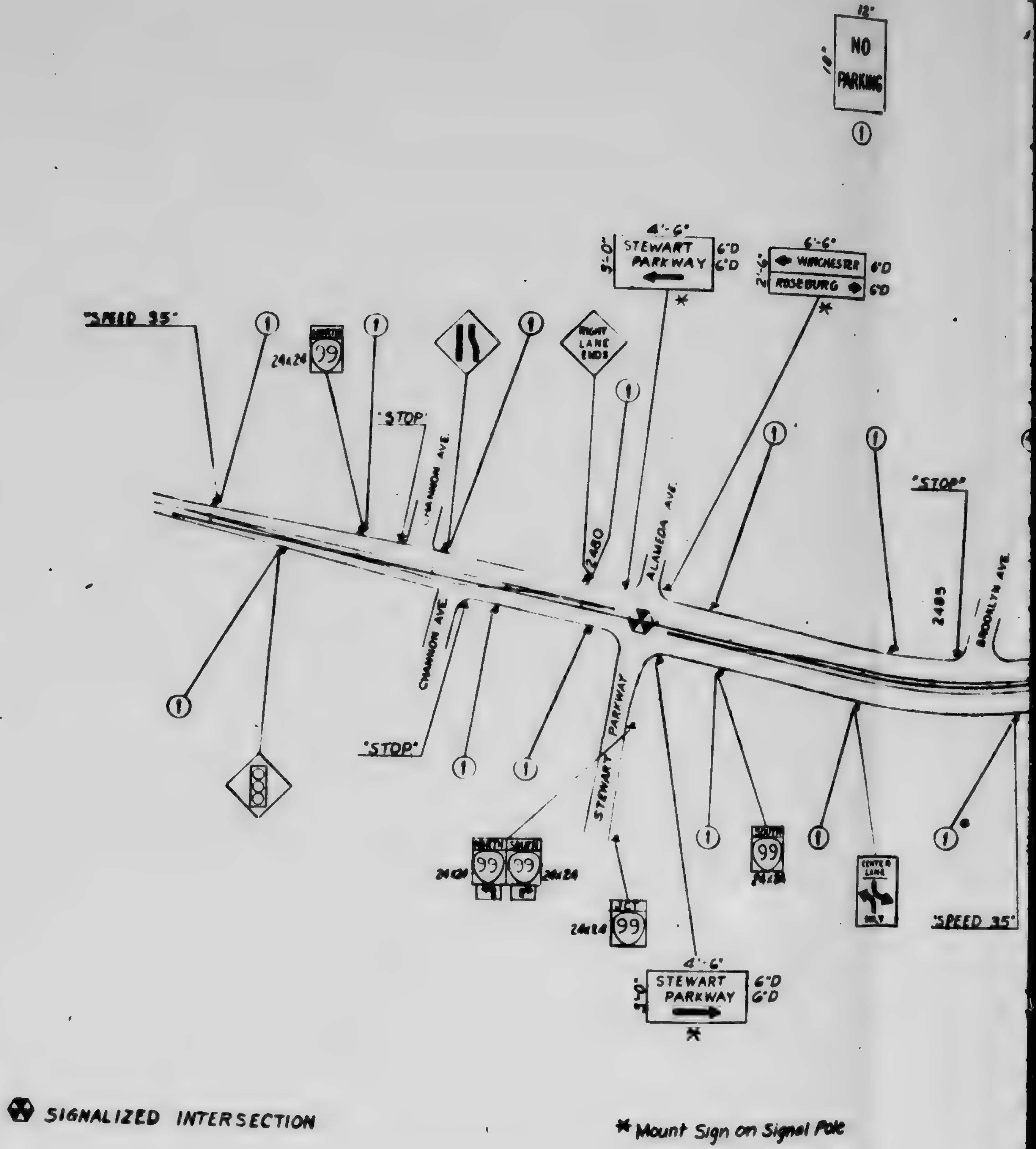
cc w/attach.: W. O. Christensen
F. T. Lacey
Jack McCormick

3 [illegible] 2 [illegible]
1

RECEIVED
NOV 6 1979
ROAD DESIGN SECTION

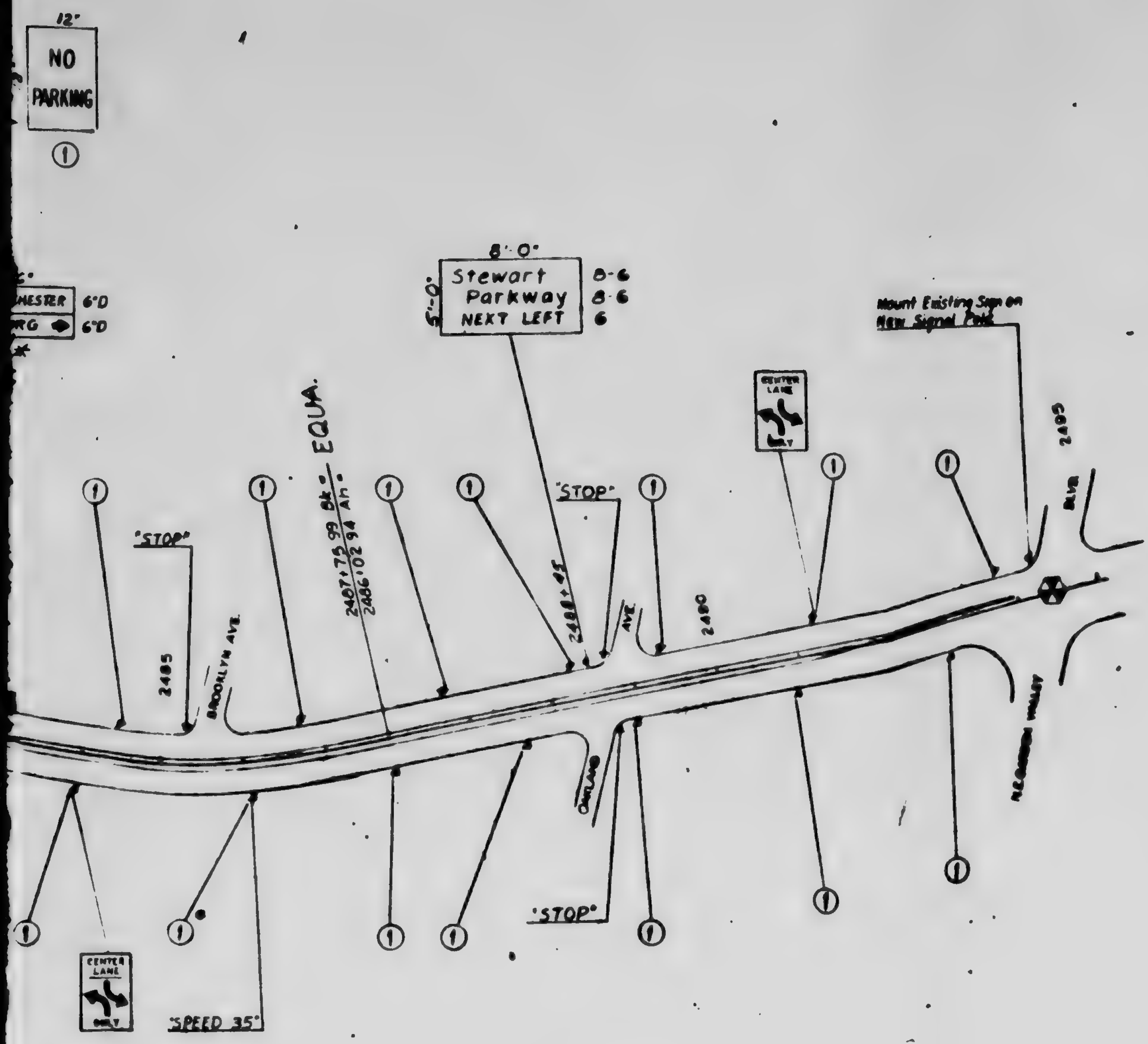
Versteeg
Anderson
Christensen Dr
[illegible]
Sullivan
Terpin
[illegible]
[illegible]

Do Not File
Return To
[illegible]
Action


12"
18"
NO PARKING
①
4'-6"
3'-0"
STEWART PARKWAY
6"D
6"D
*
6'-6"
2'-6"
WINCHESTER
ROSEBURG
6"D
6"D
*
"SPEED 35"
24x24
99
"STOP"
CHANNON AVE.
RIGHT LANE ENDS
2480
ALAMEDA AVE.
"STOP"
2485
BROOKLYN AVE
CHANNON AVE
"STOP"
STEWART PARKWAY
24x24
99
99
24x24
JCT
99
24x24
SOUTH
99
24x24
CENTER LANE ONLY
"SPEED 35"
4'-6"
3'-0"
STEWART PARKWAY
6"D
6"D
*

SIGNALIZED INTERSECTION

* Mount Sign on Signal Pole


12"
NO PARKING
①
MESTER 6'D
RG 6'D
8'-0"
5'-0"
Stewart
Parkway
NEXT LEFT
8-6
8-6
6
Mount Existing Sign on New Signal Pole
CENTER LANE ONLY
"STOP"
2485
BROOKLYN AVE.
2407+73.99 Bk =
2486+02.94 Ah =
EQUA.
2488+95
"STOP"
AVE
2490
2495
BLVD
N.E. GARDEN VALLEY
OAKLAND
"STOP"
"SPEED 35"
CENTER LANE ONLY

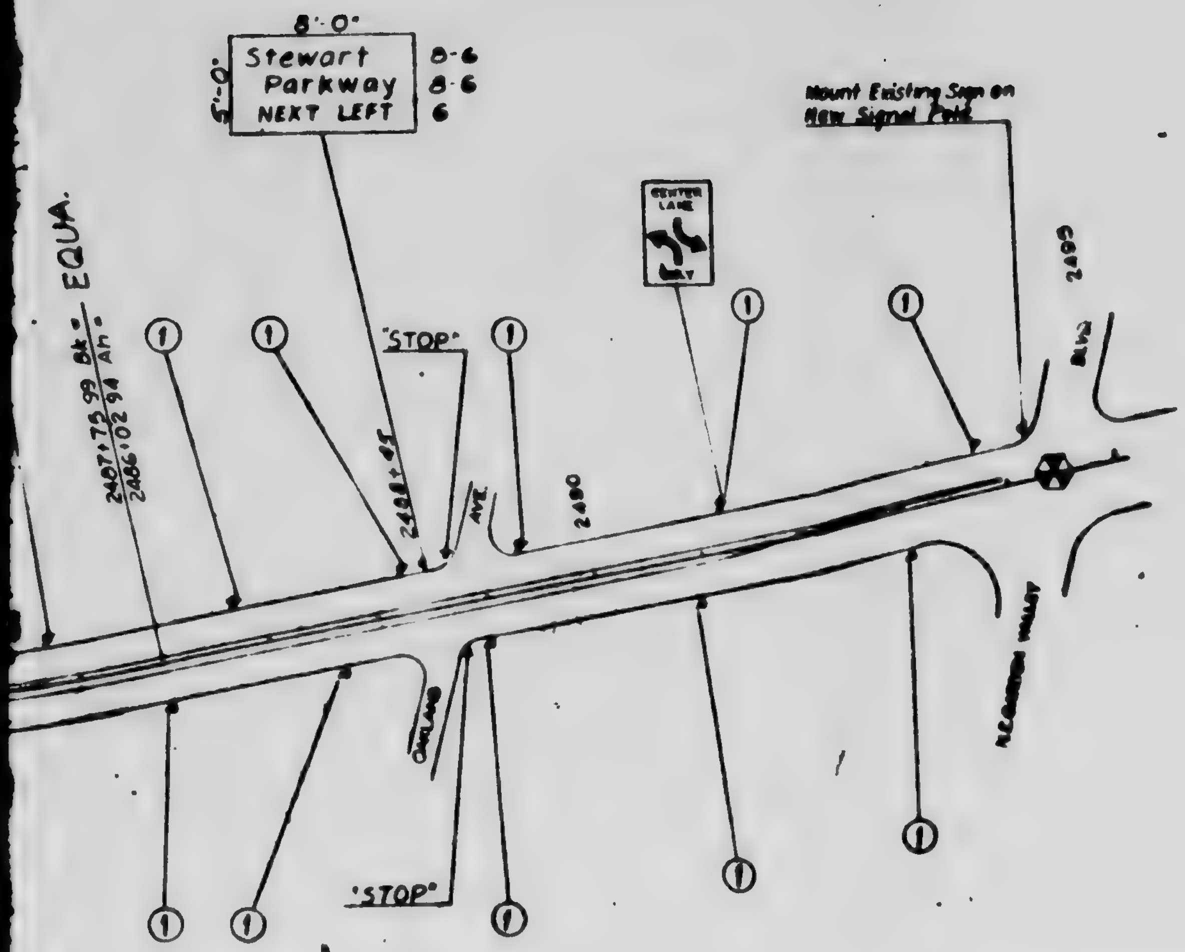
al Pole

NOTE: City to furnish & Install
all Street Name Signs.

SIGNING PROJECT

N.E. ALAMEDA AVE-N.E. GARDEN VALLEY B
OAKLAND-SHADY HWY ~ DOUGLAS CO

Action	Date	Signature	T
Submitted	10-24-79		Traffic Cr
Approved	11-1-79		Sign Engr
•			Traffic Eng
•			Asst. Hwy
Accepted			


8'-0"
Stewart
Parkway
NEXT LEFT
8-6
8-6
6
5'-0"
EQUA.
2407+75.99 Bk =
2486+02.94 Ah =
"STOP"
2488+95
AVE.
2490
CENTER LANE ONLY
Mount Existing Sign on New Signal Pole
2493
BLVD
OAKLAND
N.E. GARDEN VALLEY
"STOP"
1

NOTE: City to furnish & install all Street Name Signs.

SIGNING PROJECT

N.E. ALAMEDA AVE - N.E. GARDEN VALLEY BLVD.
OAKLAND - SHADY HWY ~ DOUGLAS COUNTY

Action	Date	Signature	Title
Submitted	10-24-79		Traffic Control Engr.
Approved	11-1-79		Sign Engineer
"			Traffic Engineer
"			Asst. Hwy. Engr.
Accepted			

384

November 5, 1979

Mr. John W. Moore
Property Manager
Safeway Stores, Incorporated
P. O. Box 523
Clackamas, OR 97015

1 Verstoep ✓
Anderson
Christensen
Olson
Sullivan
Turpin
Trout
2 Wakerlig

RECEIVED
NOV [illegible] 1979
ROAD DESIGN
SECTION

Dear Mr. Moore:

Right-of-Way at Safeway Store No. 437
N.E. Alameda Ave.-N.E. Garden Valley
Blvd. (Roseburg) Section
Oakland-Shady Hwy. (N. Stephens St.)
Douglas County

We have revised the right-of-way needed for the improvement to N. Stephens Street at the Roseburg Safeway Store as shown on the attached copy of our right-of-way map. The right-of-way width was reduced to 40 feet, which is the back edge of the sidewalk.

We will need a temporary easement for slopes and construction work three feet in width paralleling the back of the sidewalk. Additionally, a permanent easement five feet wide (back of the sidewalk) and 10 feet long is needed for placing a sign directing parkway bound traffic to use the left lane. We attempted to locate the sign in an existing planted area so the parking area would not be affected.

Our Region office contacted the City and County on your request to construct a driveway approach for Oakland Avenue rather than a curb radius street connection. The driveway approach was not acceptable to them. The attached copy of our construction plan shows the street connection desired.

The action we have taken reduces the right-of-way to the minimum width necessary to contain the street and walk. The temporary easement will allow for slope adjustments during construction.

Very truly yours,

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Attachment

bc A. Shirley (enc.)
Fred Eriksen

FE:ja

Roseburg

SAFEWAY STORES, INCORPORATED

16300 S.E. Evelyn, P.O. Box 523, Clackamas, Oregon 97015

September 18, 1979

Mr. Duane Christensen
Department of Transportation
HIGHWAY DIVISION
Transportation Building
Salem, OR 97310

Safeway Store No. 437
1539 N. E. Stephens
Roseburg, Oregon

Dear Mr. Christensen:

We want to thank you and Mr. Erickson for seeing me and Bill Jackson during our recent visit in your office to discuss widening of Stephens Street in Roseburg.

You were to check back with the Region and see if the design could be modified to reduce the width of the taking to ten feet or something less.

Please let us have results of your efforts when this is available. The difference may seem minor to some but in our view, the extra ten feet are critical to our business.

Very truly yours,

SAFEWAY STORES, INCORPORATED

John W. Moore
by cab
John W. Moore
Property Manager

JWM:cab

ccs: A. Shirley, Jr. - DOT Roseburg
Jack McCormick - DOT Roseburg
John Kitzhaber, M.D. - House of Reps.

REFERRED TO
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✓ Eriksen Watson
Hager Dorn Leu
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BY FINAL DESIGN ENGINEER

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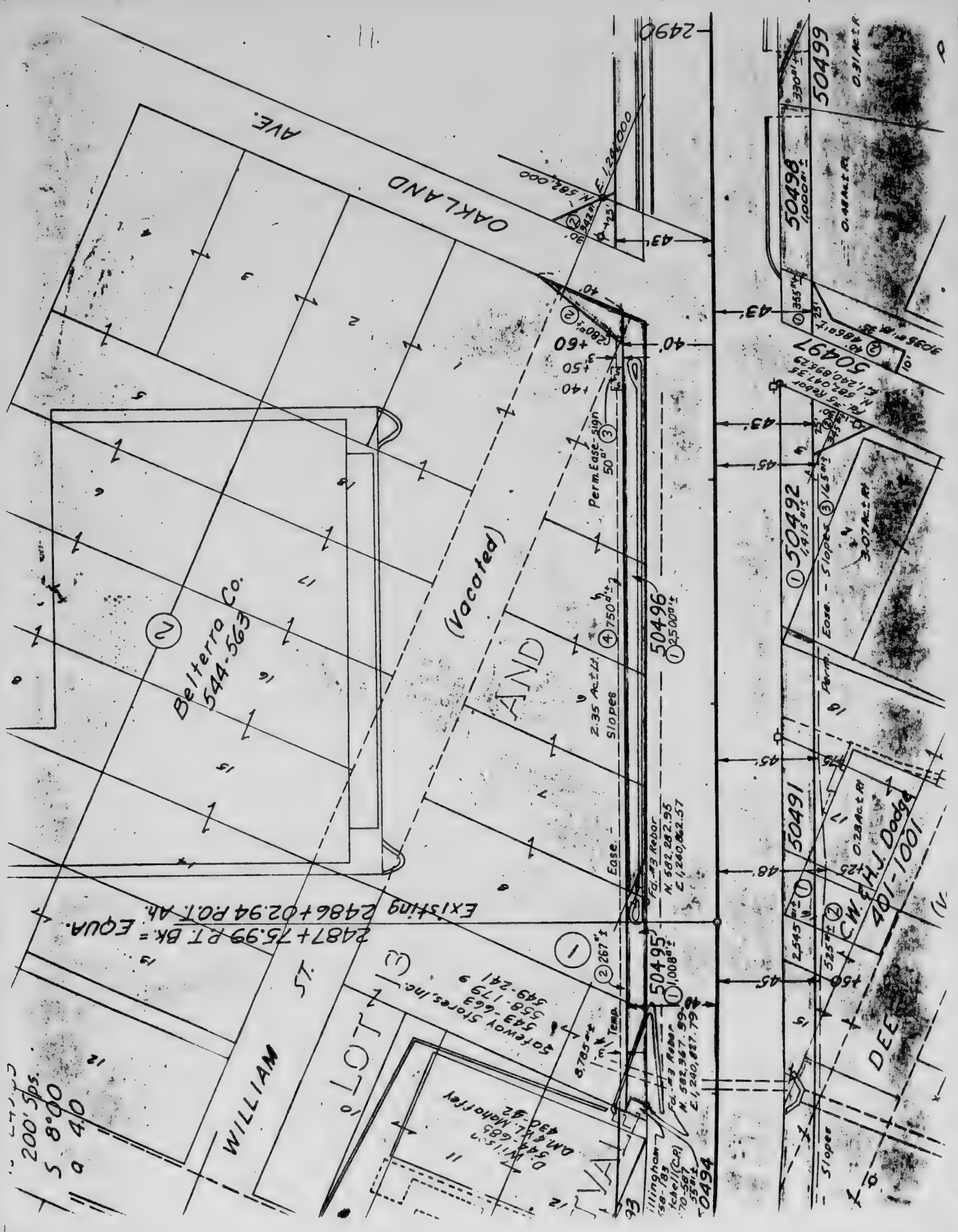
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(Vacated)
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Safeway Stores, Inc.
543-663
558-179
549-241
LOT 13
WILLIAM ST.
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544-685
Om. & L. Mahaffey
430-92
①
② 267'±
50495
① 1,008'±
Temp.
8,785'±
50496
① 2,500'±
2.35 Ac.±
Slopes
Ease.
Perm. Ease.-sign
③ 50'±
④ 750'±
② 280'±
Fd. #3 Rebar
N. 582,282.95
E. 1,240,862.57
Fd. #3 Rebar
N. 582,367.99
E. 1,240,827.79
N. 582,000
E. 1,241,000
② 342'±
2490
+60
+50
+40
40'
43'
45'
48'
50499
0.31 Ac.± R
330'±
50498
1,000'±
0.88 Ac.± R
① 355'±
50497
② 40'
Fd. #5 Rebar
N. 582,047.35
E. 1,240,899.29
50492
① 1,415'±
③ 165'±
3.07 Ac.± R
Perm. Ease. - Slopes
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① 2,545'±
② 525'±
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C.W. & H.J. Dodge
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kbell (C.R.)
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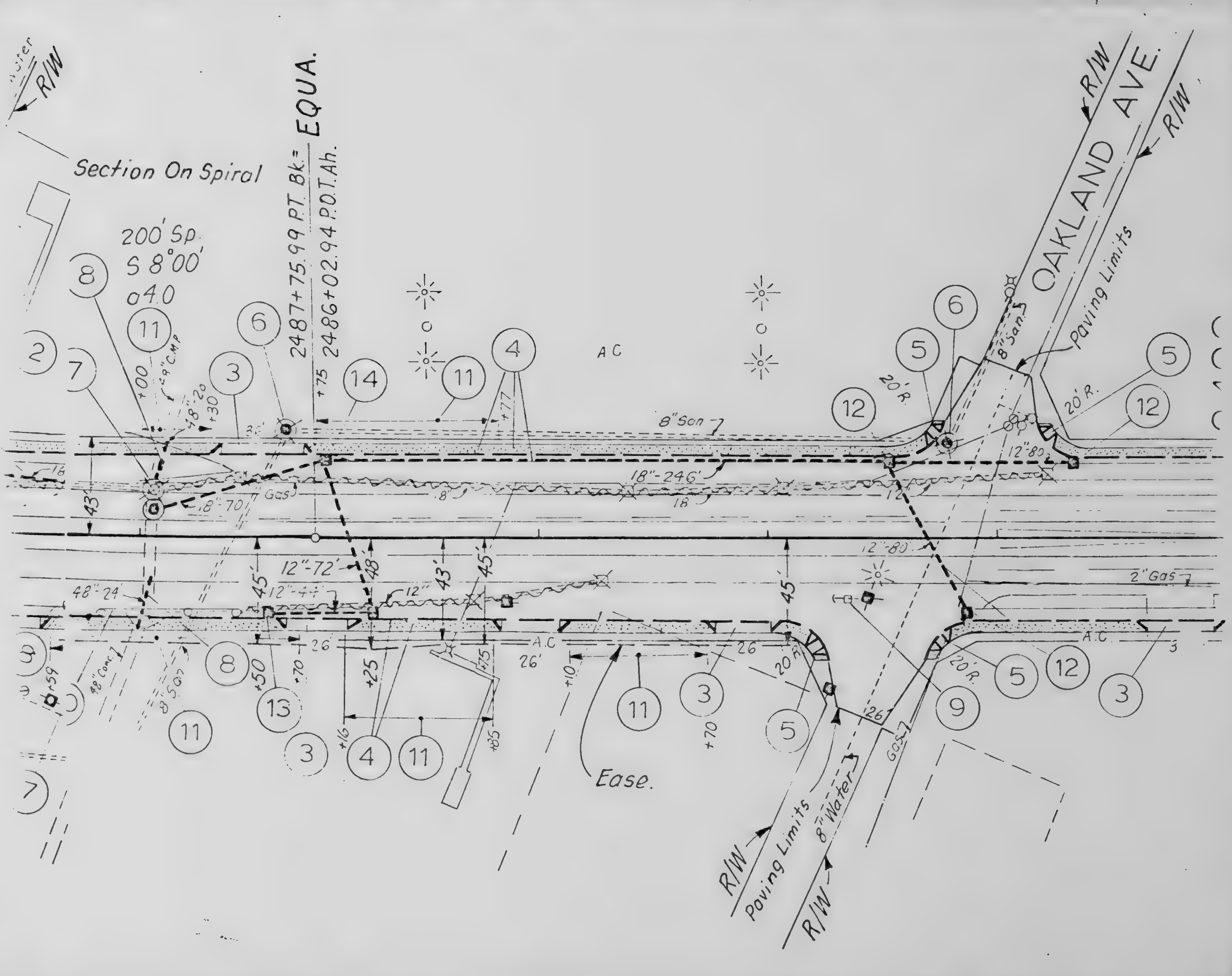
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24" C.M.P
18"-70
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7

STATE OF OREGON

Road Design Section 378-6558
DEPT. TELEPHONE

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: September 13, 1979

FROM: Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

SUBJECT: NE Alameda Ave-NE Garden Valley Blvd
(Roseburg) Section
Oakland-Shady Highway (N. Stephens St)
Douglas County

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
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RECEIVED
SEP 13 1979
ROAD DESIGN SECTION

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Action

Mr. John Moore, representative for Safeway Stores, was in the office the morning of August 30 to discuss the effect of the proposed improvement on the Safeway store property.

Mr. Moore inquired first if the typical section width could be reduced; could the 4-foot bikeway on their side be eliminated; and, the median width reduced? The answer to all these questions was that the typical section was fixed by mutual agreement with the public, the City, County and Highway Division.

Mr. Moore then inquired if the 3-feet of right of way back of the widewalk could be changed to a temporary easement for construction of slopes, etc.

The 3-feet back of the walk was intended to be used for slopes, signs, utility poles, or utility lines. We have determined there will be at least two and perhaps three signs in the length of the Safeway property. One sign will direct Parkway-bound traffic to use the left lane, the others will be no parking signs. There probably will be a street sign at the corner of Oakland Avenue.

I discussed the possibility of utility lines using this strip with John Christopherson. There are no utility poles on this side along the Safeway property and none planned as far as we know.

It seems, from the use we intend to make of the 3-foot strip back of the walk, that we could take permanent easements for those small areas to be occupied by signs and a temporary easement for the remainder for slopes.

Mr. Moore then asked if we could change the street connection for Oakland Avenue on the east side to a driveway. He explained that the street paving on Oakland Avenue for the depth of the Safeway property had been paid for by Safeway. He said most of the traffic using it was patrons of Wards or Safeway and that there wasn't much residential traffic use.

Duane Christensen indicated the County and the City would have to be contacted to see if they would agree to a driveway entrance for Oakland Avenue.

We will ask for the Region's recommendation on acquiring the 3-foot strip back of the walk, on the Safeway property, as permanent easements for the areas occupied by signs and temporary easements for the remainder. We will also ask the Region to contact the County and the City on making the easterly connection to Oakland Avenue a driveway.

FE:ab
cc: Alfred Shirley
J. B. Boyd
Hank Wakerlig
Fred Eriksen

Department of Transportation
STATE HIGHWAY DIVISION

July 26, 1979

Byron C. Ward
Highway Relocation Coordinator
Pacific Power and Light Company
920 SW Sixth Avenue
Portland, OR 97204

Quit Claim Deed
Power Line Easement
Ray O. Simms and William H. Simms' Property
NE Alameda Ave.-NE Garden Valley Blvd. Sec.
Oakland-Shady Highway
Douglas County
File No. 50492

Dear Byron:

Here is a quit claim deed for the relenquishment of your interest in State highway right of way acquired from Ray O. Simms and William H. Simms for the reconstruction of the NE Alameda Avenue-NE Garden Valley Blvd. Section of the Oakland-Shady Highway.

I have been advised that your facilities have been removed from the property described in the quit claim deed.

Please return the fully executed original copy of the quit claim deed to this office.

Yours truly,

Jack M. Cartwright
Utility Engineer

JMC:mm

Enc.

bc: E. S. Hunter ✓
J. B. Boyd
Alfred Shirley
Neil Flanagan
John Christopherson w/att

RECEIVED
TECHNICAL SERVICES
JUL 26 '79
REFER TO
FOR

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-55(6)

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90259

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE 7-2-79	FEDERAL ROUTE NUMBER Primary 55 STATE ROUTE NUMBER Secondary 234

GENERAL LOCATION: Alameda Avenue - Garden Valley Section

GENERAL DESCRIPTION OF WORK:

Right of Way

RECEIVED
STATE HWY ENGR
JUL 5 -'79
REFER TO
Woehring
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7/5 orig

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of June 28, 1979, I approve the relocation plan dated April 13, 1979 and you are authorized to proceed with all phases of right of way acquisition except Last Resort Housing at a TEC of $858,000 with Federal Funds limited to $756,320. Last resort housing can be approved when there is a showing of an actual displacement. Federal participation is limited to that right of way actually incorporated into the final location.

DATE 7-2-79	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO F-55(2)

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70124

TO:
Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 3 -'79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 6-8-79

FEDERAL ROUTE NUMBER Primary 55

STATE ROUTE NUMBER Secondary 234

GENERAL LOCATION:
Alameda Avenue - Garden Valley Blvd. Section

GENERAL DESCRIPTION OF WORK:
PS&E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of May 17, 1979, and adoption of the Final Negative Declaration June 8, 1979, you are now authorized to proceed with the work shown above at a TEC of $4,500 with Federal participation limited to $3,800.

(Total revised preliminary engineering costs $38,000 with Federal participation limited to $32,600.)

DATE 6-27-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Final Negative Declaration

N.E. Alameda Avenue - N.E. Garden Valley Boulevard Oakland-Shady Highway

Roseburg
Oregon

Back
of
Cover
Page

FINAL NEGATIVE DECLARATION

N.E. Alameda Avenue-N.E. Garden Valley Boulevard
Oakland-Shady Highway
(Stephens Street)

City of Roseburg
Douglas County
Oregon

Oregon Department of Transportation
and
Federal Highway Administration

June 1979

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- Human Environment 10

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DESCRIPTION AND PURPOSE OF THE PROPOSED PROJECT

The proposed highway improvement is located on Stephens Street in Roseburg, Oregon; (see Figure 1). Roseburg is the county seat of Douglas County and the major urban area between the southern tip of the Willamette Valley and the cities of Grants Pass, Medford, and Ashland near Oregon's southern border. Roseburg presently supports an urban population of approximately 17,230 (1977) and is complemented by a rural population in excess of 10,000.

The project is located in the northeastern quadrant of the city, nine blocks east of Interstate 5, which bisects the city, in a north-south direction; (see Figure 2). Stephens Street is part of Highway 99 (the Oakland-Shady Highway), which parallels I-5 and the Southern Pacific Railroad through the city. Stephens Street is the only major north-south arterial in the city of Roseburg.

The proposed improvements are for the section of Stephens Street between Garden Valley Boulevard (the southern terminus, MP 16.18) and Alameda Avenue (the northern terminus, MP 15.80), for a total distance of 0.38 mile. The purpose of the proposed improvement is to increase the capacity and level of service of the facility and improve the safety along this section. The existing road consists of two and four lane areas with a median strip in some areas. The proposed improvement would result in four lanes the full length of the project with

FIGURE 1
PROJECT'S LOCATION IN OREGON

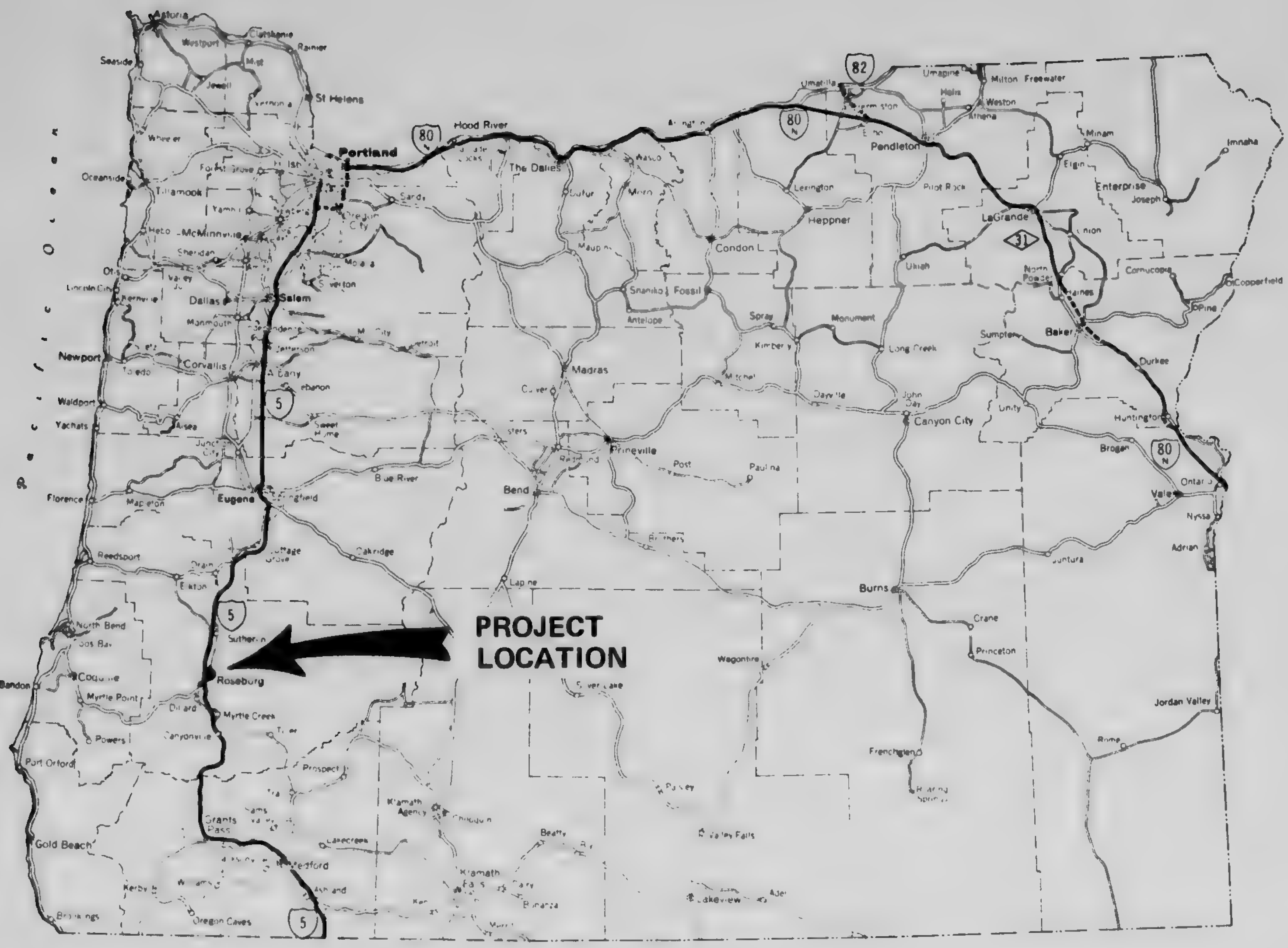
PROJECT
LOCATION
Pacific Ocean
Astoria
Seaside
St Helens
Portland
Hood River
The Dalles
Tillamook
McMinnville
Salem
Dallas
Newport
Corvallis
Waldport
Yachats
Florence
Eugene
Reedsport
North Bend
Coos Bay
Bandon
Coquille
Myrtle Point
Roseburg
Sutherlin
Myrtle Creek
Powers
Port Orford
Gold Beach
Brookings
Grants Pass
Medford
Ashland
Oregon Caves
Madras
Prineville
Bend
Condon
Fossil
Heppner
Pendleton
Umatilla
Milton Freewater
LaGrande
Enterprise
Joseph
Imnaha
Baker
Long Creek
Canyon City
Huntington
Ontario
Vale
Nyssa
Burns
Crane
Jordan Valley
Klamath Falls
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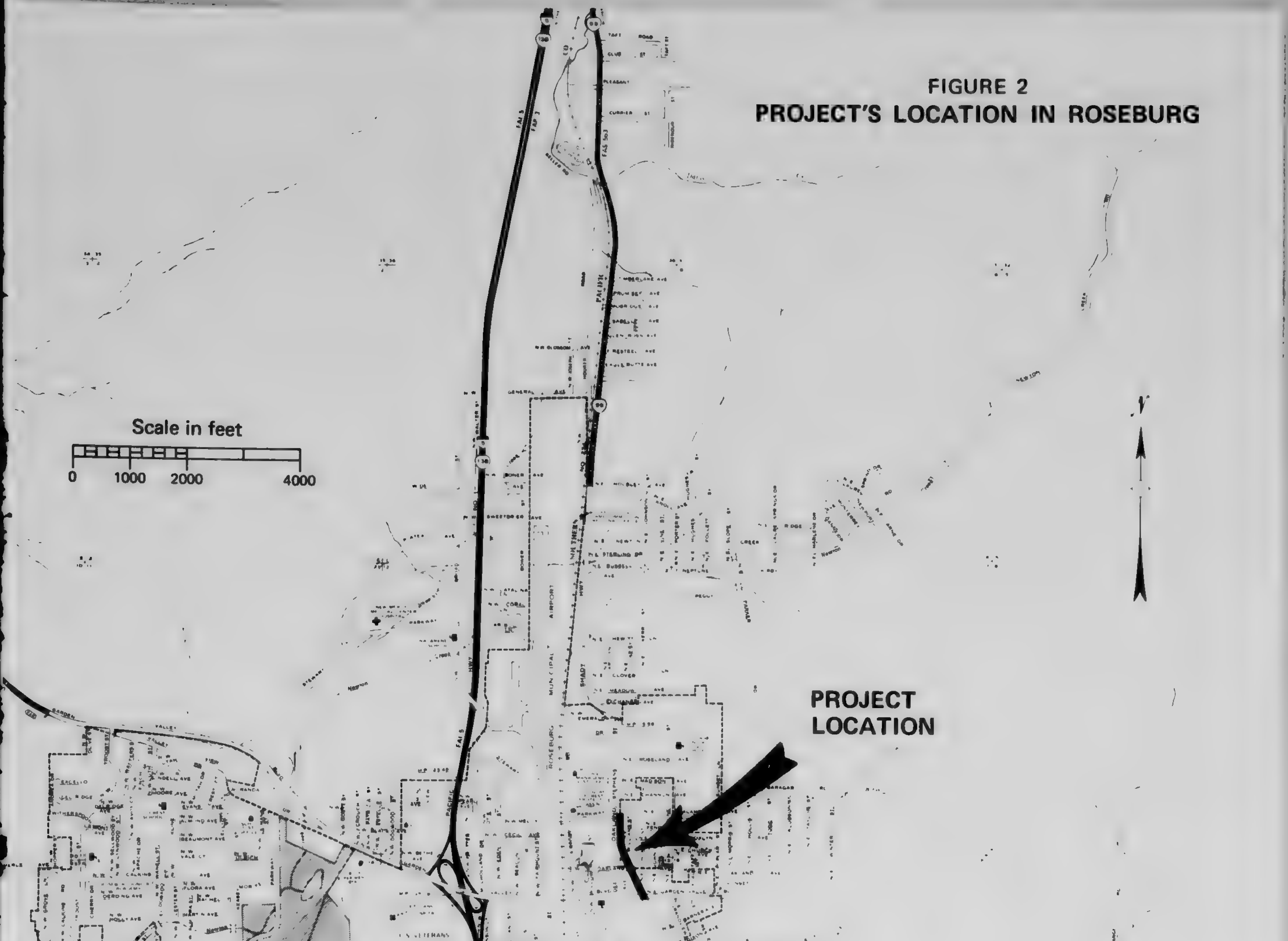
FIGURE 2
PROJECT'S LOCATION IN ROSEBURG


Scale in feet
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4000
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PROJECT
LOCATION
U.S. VETERANS
FACILITY
ROSEBURG
WILLAMETTE MERIDIAN

a continuous median strip for turning. This section of Stephens Street has many commercial establishments, including car dealers, auto supply stores, food and hardware stores and food establishments. Access has not been controlled in this section and so turns are made into and out of the establishments all along the road.

The Garden Valley Boulevard intersection was chosen as the southern terminus of the project because south of this intersection Stephens Street is of adequate width, having four lanes and a left-turn lane at the intersection. The Alameda Avenue intersection was chosen as the northern terminus because, at that point, traffic volumes drop by almost 3000 vehicles per day.* The section to the north will need improvement in the future, but plans for it are not included in the Six-Year Highway Improvement Program. In the present proposal, the northern side of the Alameda Avenue intersection (to Channon Avenue) would be widened slightly to allow for a left turn lane and merging of the two northbound lanes. Plans for this improvement would blend with the eventual widening of Stephens Street to the north of Alameda Avenue.

Garden Valley Boulevard is the major transportation route intersecting the project; it is a major throughfare providing the northern part of Roseburg access to I-5 and the west part of the city. Near the project, it is a 4-lane road with a left turn lane provided for vehicles turning north onto Stephens Street. Stewart Parkway, another major route, is a 2-lane road designed to bypass downtown congestion; it passes near the downtown, airport, then loops around, crosses Garden Valley Boulevard, and goes into Stewart Park. Alameda Avenue is the minor 2-lane residential street that marks the project's northern terminus. Other streets intersecting the project include Brooklyn Avenue, a 2-lane residential street east of Stephens Street, and Oakland Avenue, which provides access to Safeway and Wards and the commercial-industrial establishments west of Stephens Street.

---

*Traffic volumes in 1978 were 15,900 vehicles per day between Garden Valley Boulevard and Alameda Avenue, and 13,100 vehicles between Alameda Avenue and Newton Creek Road.

The existing (1978) traffic volume and average speed along the Garden Valley-Alameda section of Stephens Street is shown in Table 1. The projected traffic volume for 1998 is also shown, along with the estimated speeds and level of service of the road with the No-Build and Build Alternatives. (An explanation of level of service appears in Appendix A). The volume is expected to increase approximately 40 percent in this twenty-year period. The roadway is currently operating at level of service E, a congested condition with periods of stoppages; the existing roadway would be at level F in 1998, a jammed condition with stop-and-go travel.

According to accident records, this section of Stephens Street has an accident rate higher than the statewide average.

TABLE 1

Existing Traffic and Projections for 1998; Stephens Street between Garden Valley Blvd. and Alameda Ave.

		1978	1998 (No-Build)	1998 (Build)*
Average Day	# of vehicles	15,900	22,300	22,300
	# of trucks	716	1,005	1,005
	speed	28 mph	21 mph	38 mph
Peak Hour	# of vehicles	1,335	1,870	1,870
	# of trucks	57	80	80
	speed	25 mph	18 mph	33 mph
Peak Truck Hour	# of vehicles	845	1,185	1,185
	# of trucks	75	105	105
	speed	28 mph	20 mph	37 mph
Level of Service		E	F	D

*this assumes that the Build Alternative will not induce an increase in traffic volume.

(Accident records for the past three years are shown in Appendix B.) Most accidents were rear-end or turning collisions; over half of the accidents resulted in non-fatal injuries with the remainder resulting in property damage only. The number of accidents in this 0.38 mile section was 27 (in 975), 23 (in 1976), and 28 (in 1977). The average accident rate for these three years was 10.33; this is almost two times the statewide average of 5.43* accidents per million vehicle-miles of travel for roads of this type.

---

*This is the average of 1975, 1976 and 1977 statewide averages for urban, secondary (non-freeway) state highways.

ALTERNATIVES

There are two alternatives being considered for this section of Stephens Street:

Alternative 1: (No-Build) This alternative would maintain the existing roadway in its present condition, including width of pavement and number of lanes

Alternative 2: (Build) This alternative would widen the existing roadway to provide for four 12-foot travel lanes, a 14-foot center turning median, shoulders, curbs, and sidewalks.

Alternative 2 would utilize the existing roadway and right-of-way with additional right-of-way required on both sides. The alignment on the southern end (which would take land on both sides for right-of-way) was chosen to provide continuity with the part of Stephens Street across the Garden Valley Boulevard intersection. On the northern end, other alignments were considered (including taking additional right-of-way only on the east or only on he west) but the Alternative 2 alignment was chosen to minimize the extent of taking of buildings.

Since the purpose of the project is to increase the capacity and level of service of the existing facility, no alternative corridors have been proposed. The bus system in Roseburg includes a route from the downtown area (Rose Street and Oak Avenue) out Stephens Street past Alameda Avenue to Meadow Avenue and back every hour. The congestion on Stephens Street has slowed this service. Alternative 2 would relieve the congestion on this part and thus would aid the bus travel as well as auto travel. Alternative 2 also includes 4-foot shoulders and 5-foot sidewalks on each side which would be used by pedestrians and bicyclists.

The existing roadway near the southern terminus consists of four traffic lanes of about 10-11' width. Moving northward, the four lanes converge into two lanes with a turning median and then go around a blind curve where Brooklyyn Avenue intersects the roadway. The two lanes with a turning median continue to the Alameda Avenue-Stewart Parkway intersection. North of this intersection the road narrows to two lanes without a turning median. (See Figure 3 and Table 2.)

TABLE 2

Existing Roadway Conditions

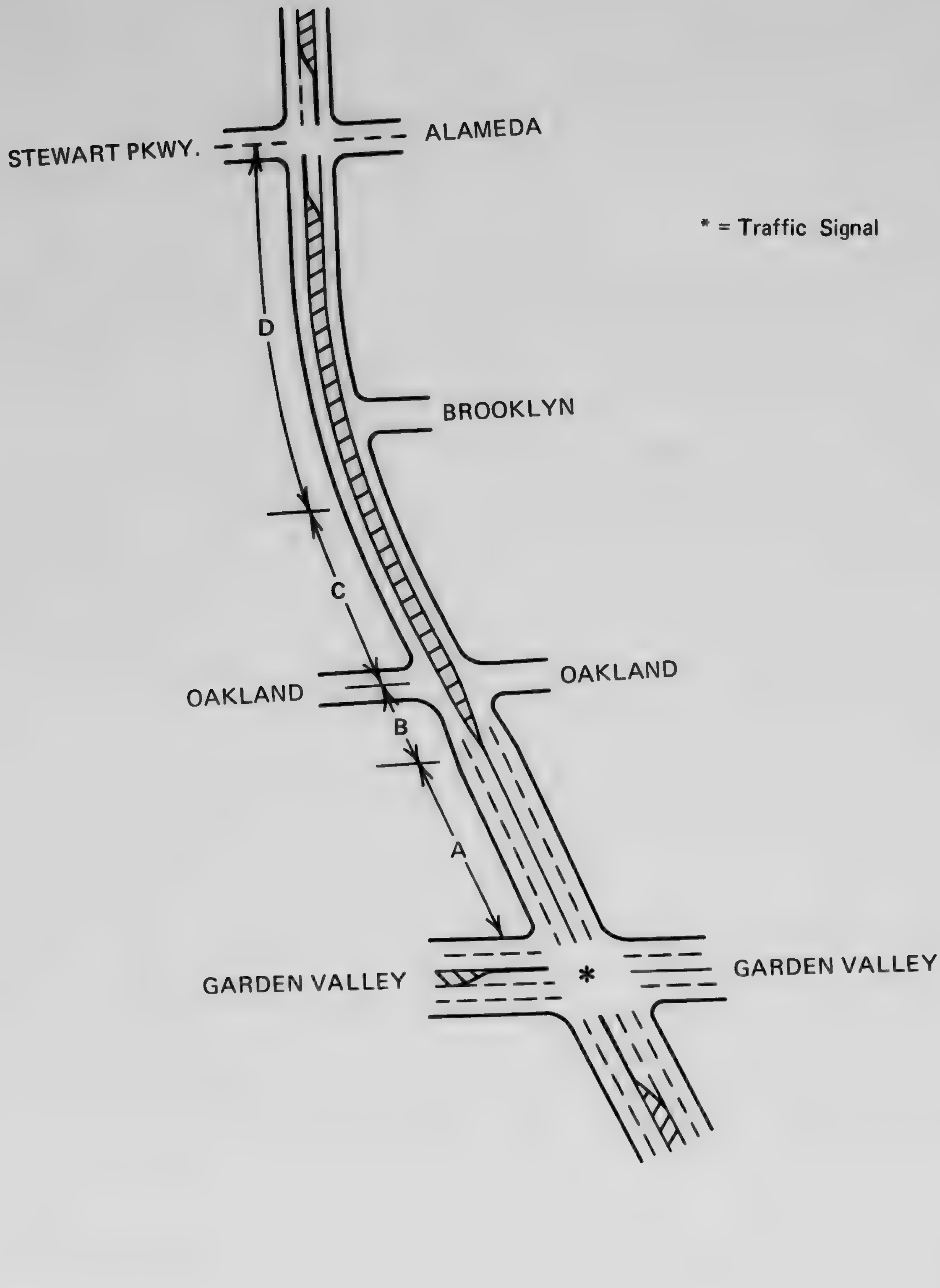
Part	Length	Lanes N	Lanes S	Median	Shoulders	Curbs	Sidewalks
Garden Valley ↑							
A	430'	2	2	no	none	both sides	E. side only
B	140'	2→1	1→2	tapering	none	both sides	E. side only
C	310'	1	1	yes	both sides	E. side only	E. side only
D	640'	1	1	yes	both sides	none	none
↓ Alameda							

Alternative 2 would provide four travel lanes and a turning median the entire distance between Garden Valley Boulevard and Alameda Avenue. It would also provide 4-foot shoulders

FIGURE 3

ROADWAY CONFIGURATION - ALTERNATIVE 1

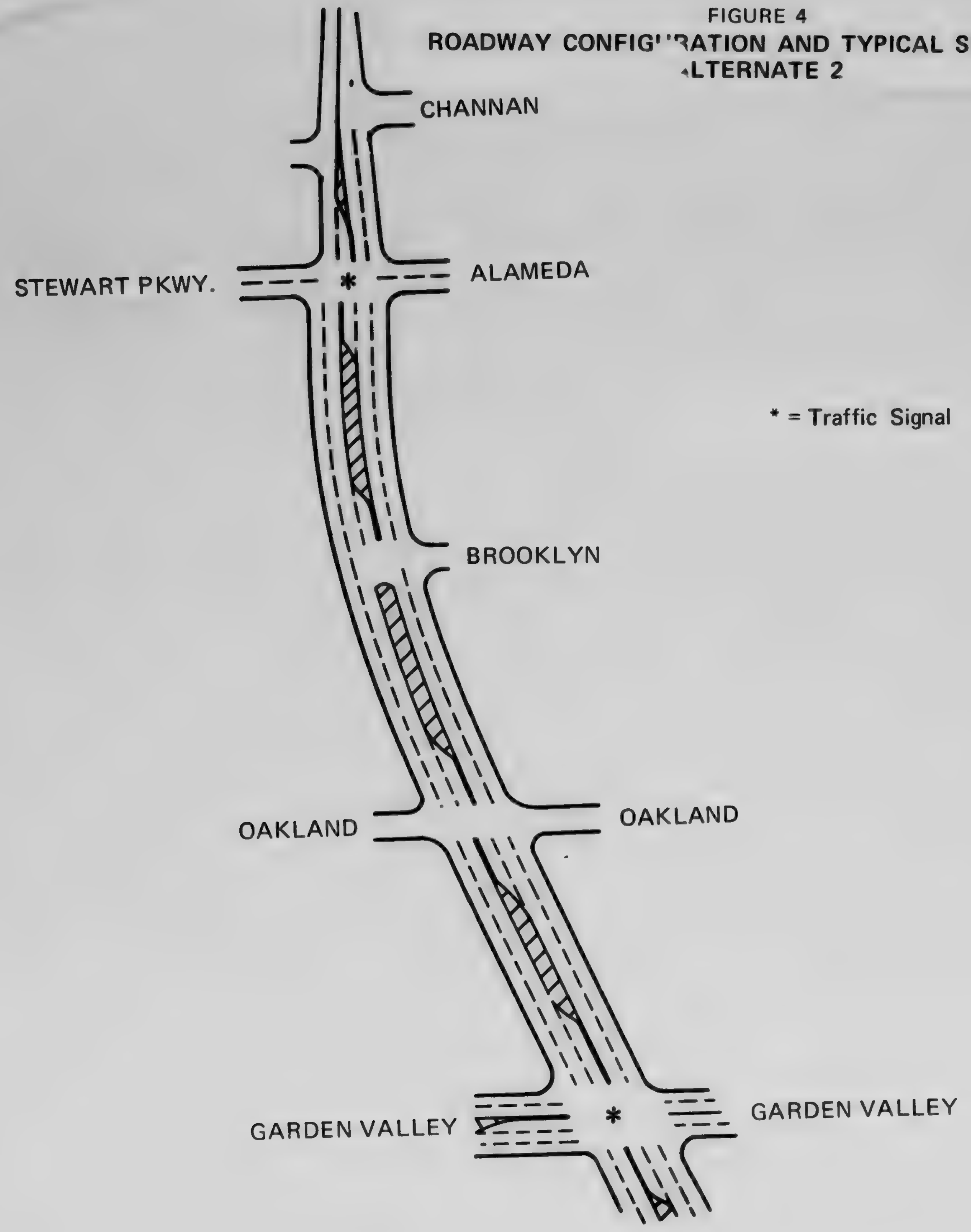
(Existing Roadway Configurations)

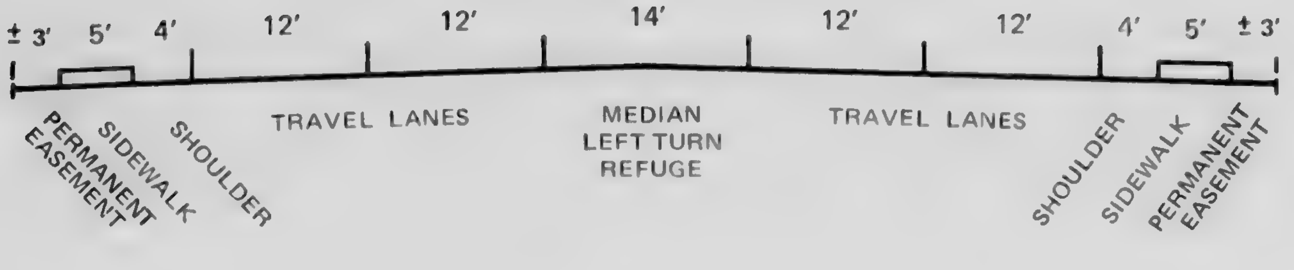

ALAMEDA
STEWART PKWY.
* = Traffic Signal
D
BROOKLYN
C
OAKLAND
OAKLAND
B
A
*
GARDEN VALLEY
GARDEN VALLEY

and 5-foot sidewalks on each side. (See Figure 4.) A traffic signal at the Alameda Avenue intersection with Stephens Street would also be added.

FIGURE 4

ROADWAY CONFIGURATION AND TYPICAL SECTION – ALTERNATE 2


CHANNAN
STEWART PKWY.
ALAMEDA
* = Traffic Signal
BROOKLYN
OAKLAND
OAKLAND
GARDEN VALLEY
GARDEN VALLEY


± 3'
5'
4'
12'
12'
14'
12'
12'
4'
5'
± 3'
PERMANENT EASEMENT
SIDEWALK
SHOULDER
TRAVEL LANES
MEDIAN LEFT TURN REFUGE
TRAVEL LANES
SHOULDER
SIDEWALK
PERMANENT EASEMENT

THE EXISTING ENVIRONMENTAL SETTING

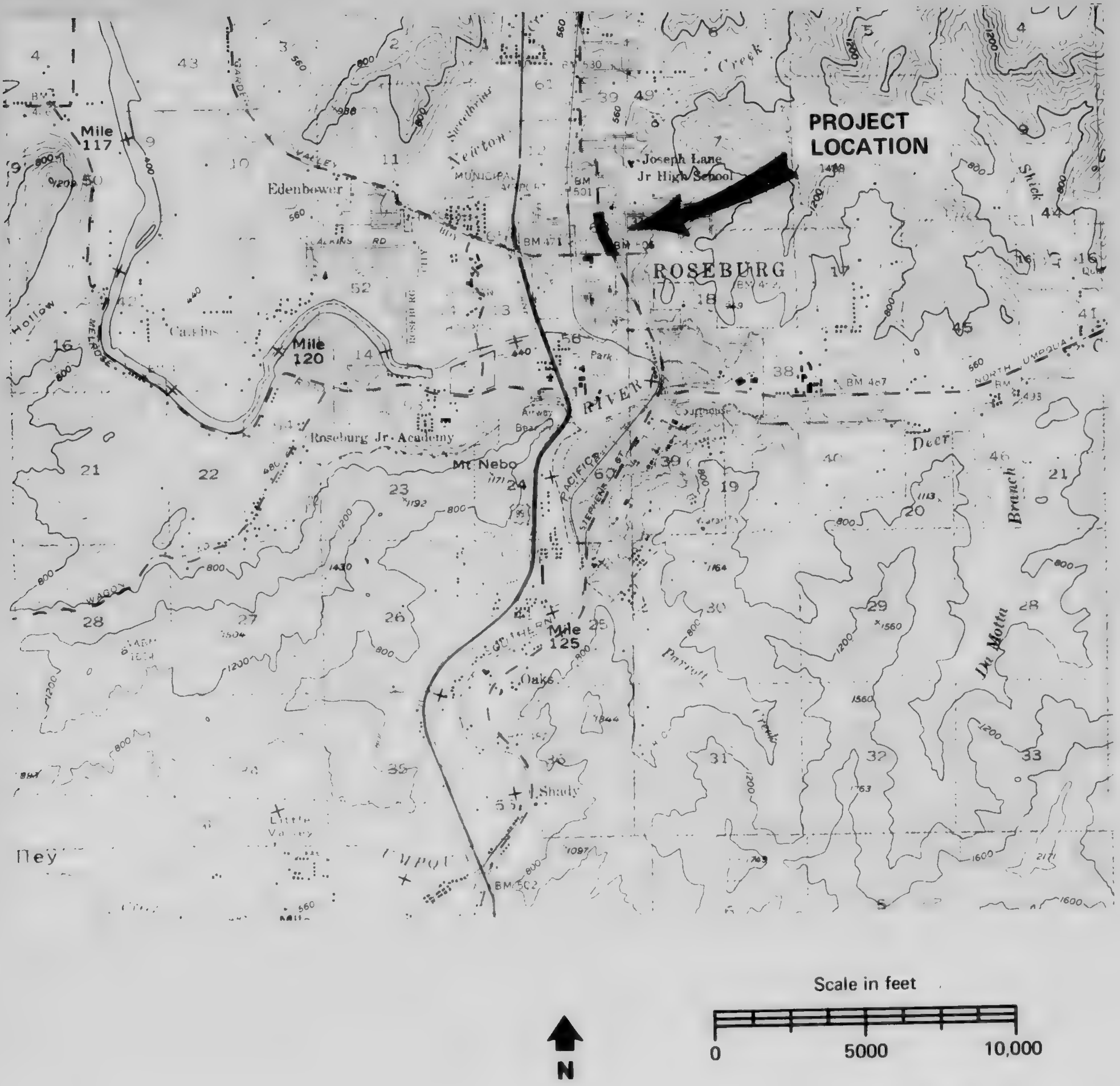
Natural Environment

The city of Roseburg is located in the Umpqua River drainage basin. The South Umpqua River runs through the city west of the downtown area; Deer Creek runs to the south of Diamond Lake Boulevard and joins the South Umpqua River. Mountains rise steeply to the northeast, southeast, south, and southwest (including Mt. Nebo) of Roseburg, thus restricting the city's growth in these directions (see Figure 5).

The project site is located in a relatively flat area outside of the floodplain. The land on either side of this section of Stephens Street has been intensively developed for commercial and industrial uses. The original soil has thus been drastically altered by filling, bulldozing, and paving. The last remaining vacant parcel, located at the southwest corner of Stephens Street and Stewart Parkway, is in the process of being filled to be developed as a car dealership. No prime agricultural land is in the area of the project.

Stephens Street crosses Sleepy Hollow Creek, a small intermittent stream, approximately 125 feet south of the Brooklyn Avenue intersection. The stream is buried as it goes through the developments to the east and west, and crosses under the road through a 4'x4'x49' box culvert. It flow consists mainly of storm runoff.

FIGURE 5
TOPOGRAPHY OF THE ROSEBURG AREA


PROJECT LOCATION
ROSEBURG
Joseph Lane Jr High School
Edenbower
Newton Creek
Sweetbriar
MUNICIPAL AIRPORT
Mile 117
Mile 120
Mile 125
Roseburg Jr. Academy
Mt Nebo
RIVER
NORTH UMPQUA
Deer
Branch
Shick
Parrott Creek
Oaks
Shady
Little Valley
Hollow
MELROSE
Park
Scale in feet
0
5000
10,000
N

contour interval: 80 feet

Vegetation is almost nonexistent along the route; there is some landscaping in front of the pizza parlor and some patches of grass elsewhere. The value of this area to wildlife is very limited, although some species of birds and mammals are found in this type of urban setting.* There are no known threatened or endangered species in the project area, nor are any wetlands or other types of sensitive or critical habitat present.

Cultural Resources

The cultural resources potentially impacted by a highway project are properties of historic or archeological significance or interest. Such properties are identified by various national or state listings, or by local organizations interested in historic preservation.

The Oregon State Historic Preservation Office was contacted in regard to properties of historical significance; (see Appendix C). There are no properties in the project area which are listed or are eligible for the *National Register of Historic Places* or the *Statewide Inventory of Historic Sites and Buildings.* No properties of historic interest in this area have been identified by local residents. Consequently, the proposed project would not have any effect on historic resources.

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*Rock doves, starlings, robins, crows, house finches, house sparrows, domestic dogs and cats, and house mice.

Although inhabited by Indians during an earlier period in history, the probability of archeological discoveries in this area has been practically eliminated by extensive development of the land. There are no large undeveloped parcels where archeological materials have remained undisturbed within the strata of deposition. Therefore, an archeological reconnaissance survey would not be required.

Human Environment

The economic setting of this area exists at two levels: regional (central and western Douglas County) and local (the city of Roseburg). The regional economy of Douglas County is closely related to that of the lumber and wood products industry which provides employment for approximately one-third of the county's labor force. Excluding wood products, the economic base is diversified among agriculture, mineral production, and an ever-increasing tourist industry.

In 1972, the local economy of Roseburg was supported by 375 retail trade establishments; business conducted that year totalled nearly $100,000,000. According to figures supplied by the 1978 Directory of Oregon Manufacturers, 51 per cent of the businesses existing in Roseburg were related to the lumber and wood products industry, such as logging, millwork, or cabinet making. Thirty percent of the local market economy consisted of other industrial enterprises, such as concrete, machinery, and auto parts. Nineteen percent of the local economy was composed of tertiary or commercial enterprises, such as soft drink dispensing, newspaper printing, and sporting goods sales.

Future economic conditions in the affected region will largely be determined by fluctuations in the lumber and wood products industry and the ability of the region to diversify its economic base. Employment in the timber industry has fluctuated widely in past years. Decreased timber harvests, increased productivity through automation, and greater competition from the timber-rich southeastern states are responsible for declines in local timber employment figures for the last few years--a trend that is expected to continue. Employment in the region could be stabilized, however, by an influx of labor intensive industries supporting relatively stable product markets.

The population of both Roseburg and Douglas County is growing as shown in Table 3. Projections of the future population of Douglas County, Roseburg, and the Roseburg Urban Area have been made through the end of the century. The populations in 2000 for Roseburg and the Roseburg Urban Area are estimated to be almost double the 1970 populations.

Based on these projections, the City Planning Department has estimated the amount of land needed to accommodate the expected increase in population through the Year 2000. Using estimates of acres of developed land per 100 people (including residential, commercial, industrial, public/semipublic lands,

TABLE 3

Past and Projected Population
Roseburg Urban Area Population

Year	Douglas County		Roseburg Population	Roseburg Urban Area Population	% Growth Since 1970
	Population	% Growth Since 1970			
1970	71,743	- -	14,461	21,826	- -
1975	80,400	12.07	16,735		15.73
1977	83,700	16.67	17,230	26,995 est.	19.15
1980	88,660	23.58	18,747	28,295	29.64
1985	97,448	35.83	21,105	31,855	45.94
1990	106,307	48.18	23,465	35,417	62.26
1995	115,094	60.43	25,824	38,976	78.58
2000	123,917	72.72	28,184	42,538	94.90

Source: City of Roseburg Planning Department, 1978.

and street right-of-way), between 4.24 and 5.98 square miles would be needed to accommodate this increase in the Roseburg Urban Area population.

The city was founded near the confluence of Deer Creek and the South Umpqua River (close to the present downtown area), and has since expanded north along Route 99, east along Diamond Lake Boulevard, and west along the South Umpqua River. Growth will continue in these directions, especially to the west, where there are fewer geographical constraints. Stewart Parkway has provided improved access to the western part of the city, and new shopping areas are under construction in anticipation of future residential growth. Local topography has prevented any extensive development to the south of the downtown area.

The City of Roseburg adopted the "Roseburg Urban Area Comprehensive Plan" in December 1974 to guide growth in and around the city; (see Figure 6). Stephens Street is described as an arterial, which is defined in the Plan as having four to six lanes plus a median strip; thus Alternative 2 would comply with the city's existing plan. Douglas County adopted the "Interim General Development Plan" in June 1972 that now guides growth in the county including the area around the city of Roseburg. These plans are currently being revised and updated to comply with the State Land Conservation and Development Commission (LCDC) goals. The city and county are presently working on an urban growth boundary for the city.

Land use in the project area is mixed commercial and industrial, covering a wide range of uses. Businesses along this section of Stephens Street include auto dealerships and body shops, a radiator shop, hardware stores, a heating and cooling supply sotre, a donut shop, a pizza parlor, automotive machine shops, a tire warehouse, a grocery store, and a department store. These retail trade and service operations are mostly oriented to the local economy, although some (such as Wards) may be considered semi-regional. To the west are other commercial and industrial establishments and to the east are residences and a school. Figure 7 shows an aerial view of the area.

All of the properties abutting Stephens Street to the west are under the city's jurisdiction; excluding Wards, those

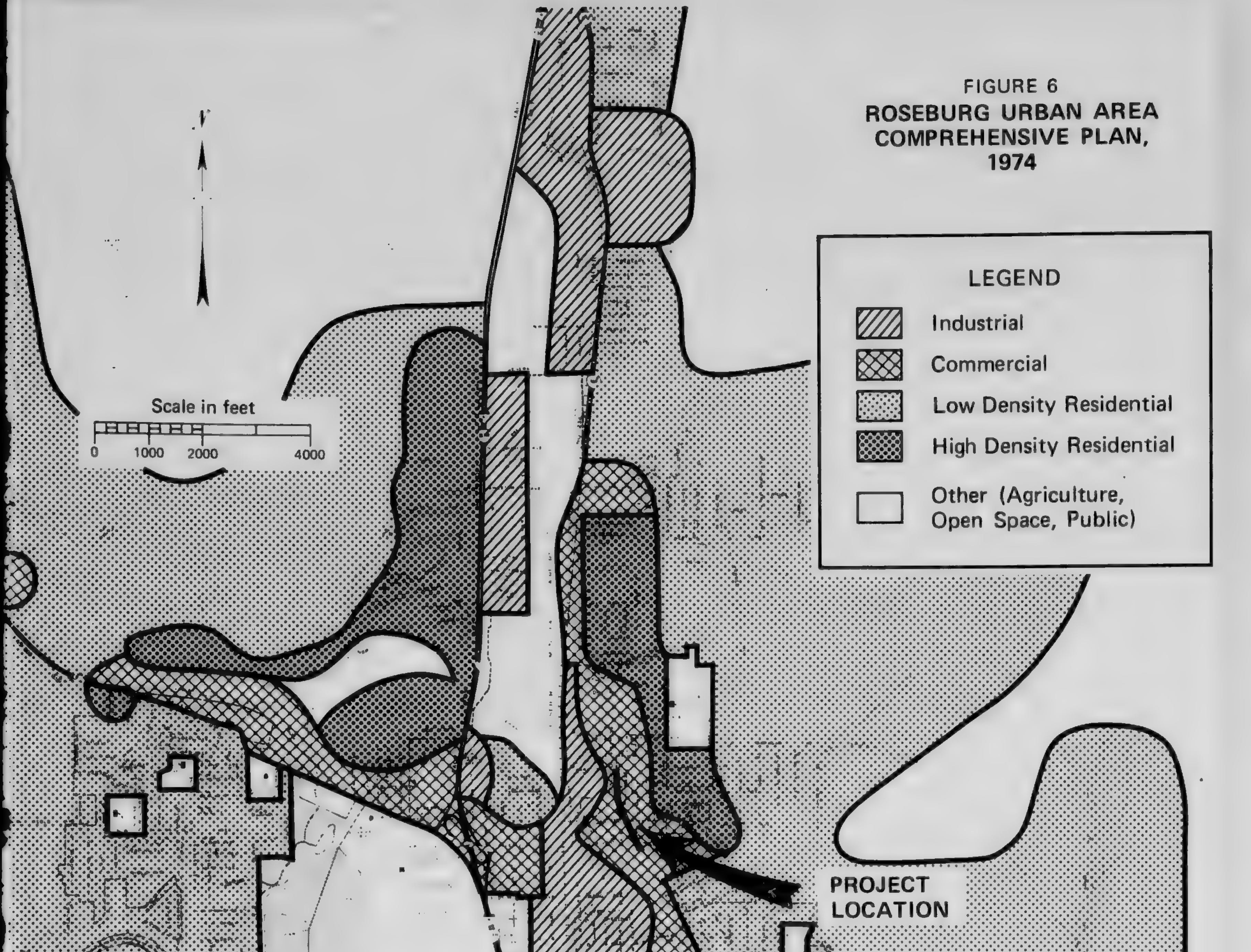
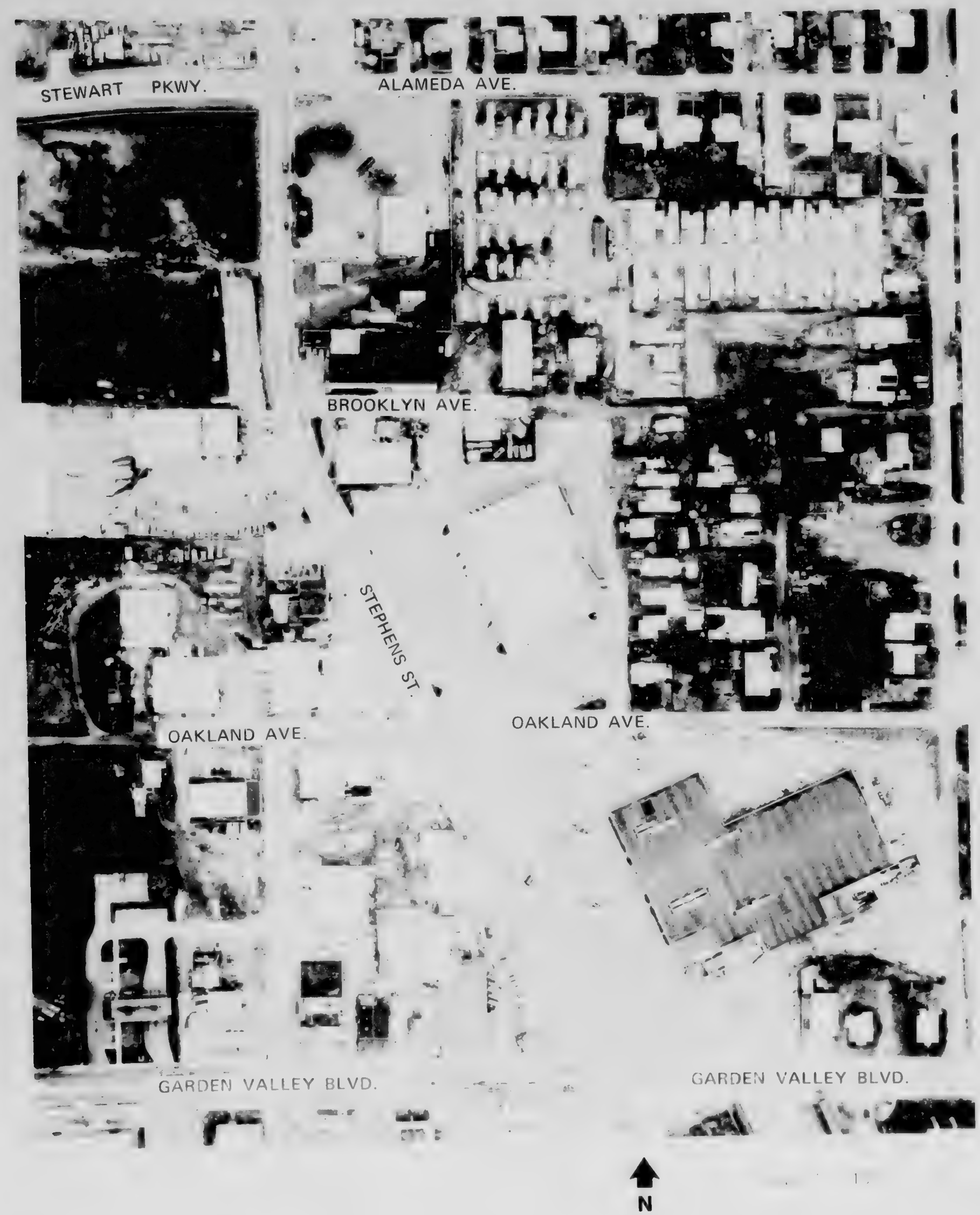


FIGURE 6
ROSEBURG URBAN AREA COMPREHENSIVE PLAN, 1974

LEGEND
▨ Industrial
▩ Commercial
░ Low Density Residential
▓ High Density Residential
☐ Other (Agriculture, Open Space, Public)
Scale in feet
0
1000
2000
4000
PROJECT LOCATION
ROSEBURG

FIGURE 7

AERIAL VIEW OF THE PROJECT AREA


STEWART PKWY.
ALAMEDA AVE.
BROOKLYN AVE.
STEPHENS ST.
OAKLAND AVE.
OAKLAND AVE.
GARDEN VALLEY BLVD.
GARDEN VALLEY BLVD.
N

to the east are under the county's jurisdication. Figure 8 shows the current (September, 1978) city boundary. City areas in the project area are zoned M-1 (Light Industrial) and C-3 (General Commercial), and to the east R-2 (Multi-Family Residential). The commercial and industrial zoning for the urban area is shown in Figure 9. The existing Roseburg Urban Area Comprehensive Plan (Figure 6) shows the project area planned for commercial uses, while to the west (along the railroad) is planned for industrial use, and to the east is planned for high-density residential use.

FIGURE 8
ROSEBURG'S CITY BOUNDARY
(As of September, 1978)

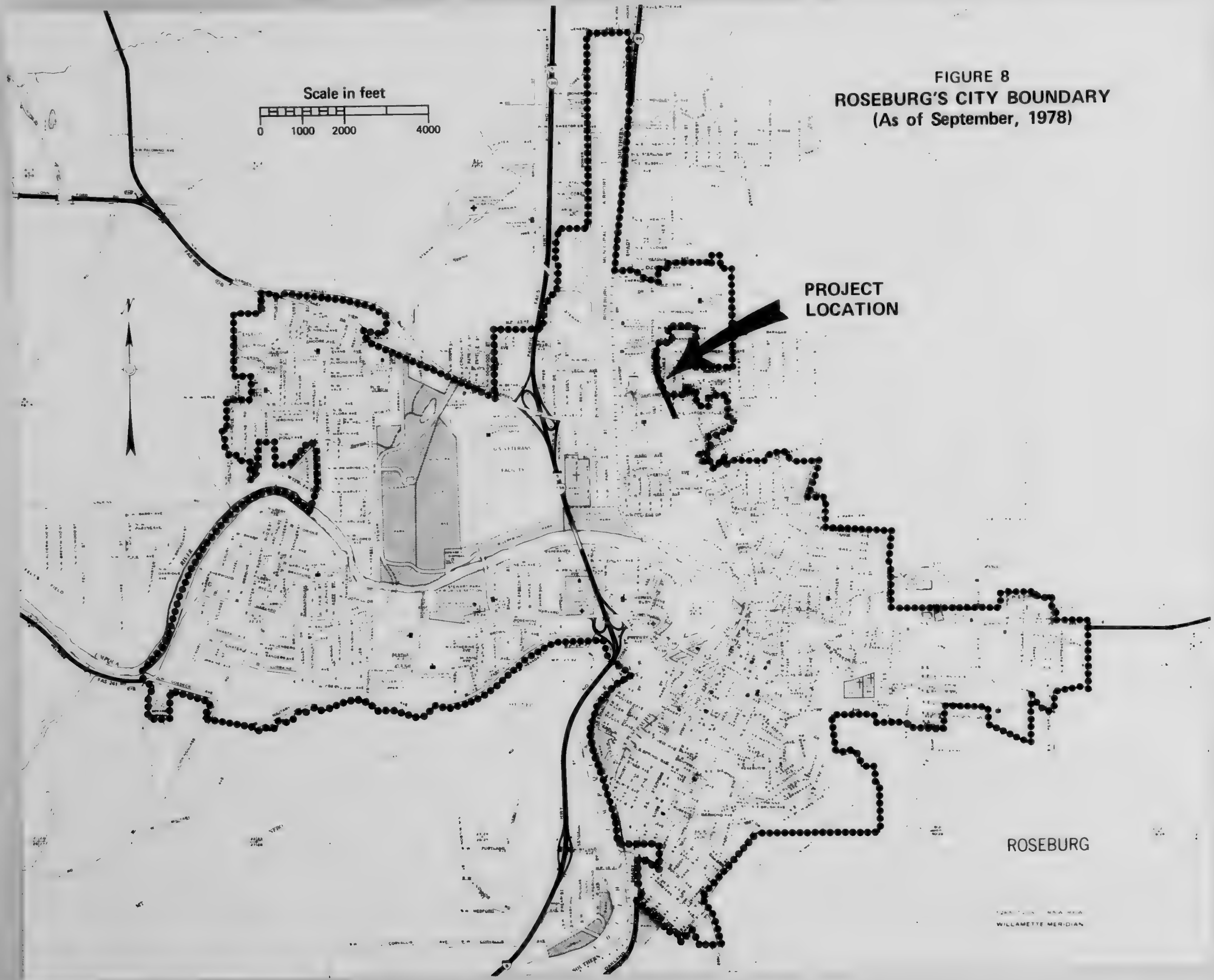
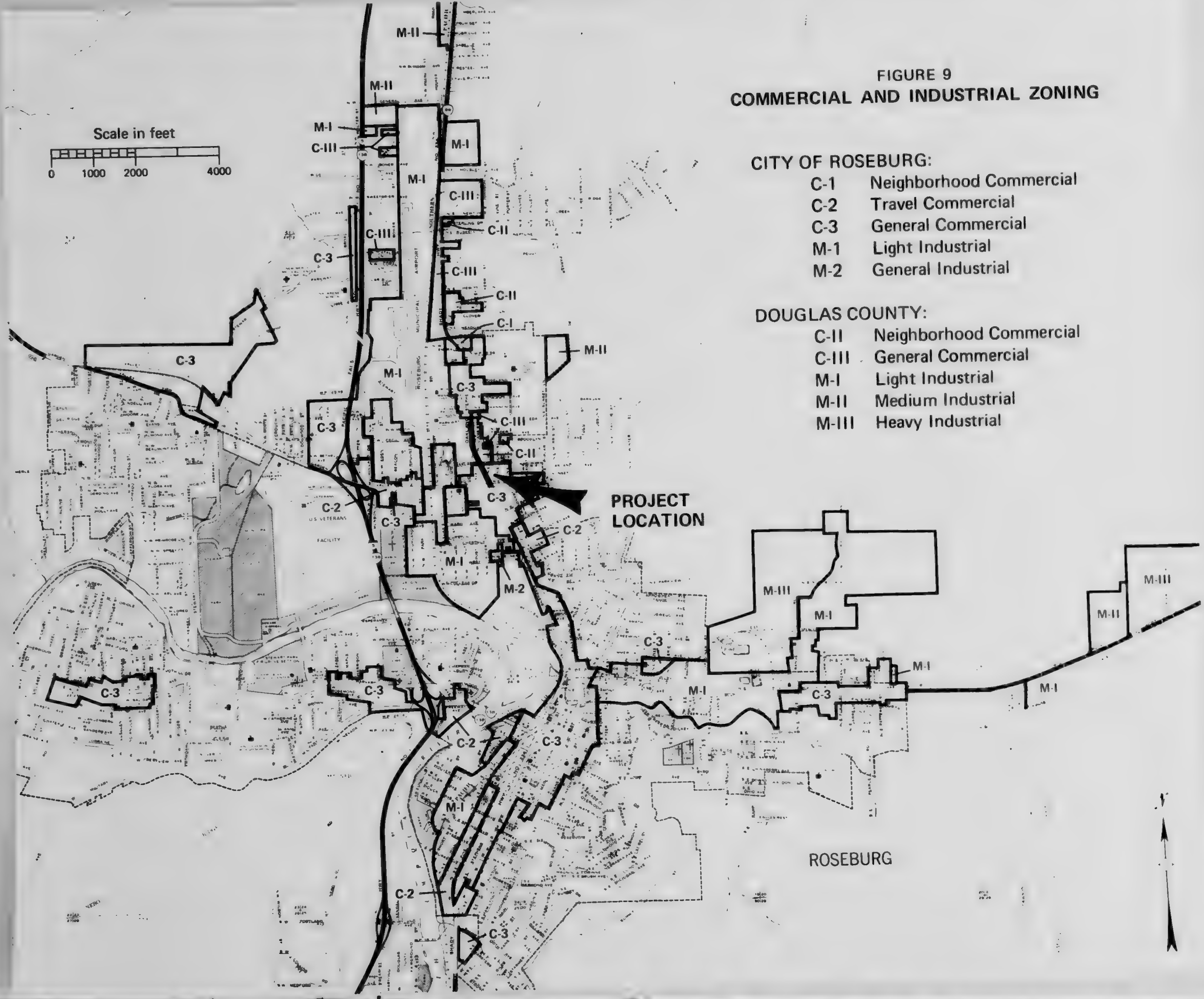

Scale in feet
0
1000
2000
4000
N
PROJECT LOCATION
U.S. VETERANS FACILITY
ROSEBURG MUNICIPAL AIRPORT
ROSEBURG
WILLAMETTE MERIDIAN

FIGURE 9
COMMERCIAL AND INDUSTRIAL ZONING


CITY OF ROSEBURG:
C-1 Neighborhood Commercial
C-2 Travel Commercial
C-3 General Commercial
M-1 Light Industrial
M-2 General Industrial
DOUGLAS COUNTY:
C-II Neighborhood Commercial
C-III General Commercial
M-I Light Industrial
M-II Medium Industrial
M-III Heavy Industrial
Scale in feet
0
1000
2000
4000
PROJECT LOCATION
ROSEBURG
C-3
C-2
M-1
M-2
C-I
C-II
C-III
M-I
M-II
M-III
U.S. VETERANS FACILITY
ROSEBURG MUNICIPAL AIRPORT

ENVIRONMENTAL IMPACTS AND MITIGATION

Impacts on the Natural Environment

Since the project area is located in a fairly level area of Roseburg, Alternative 2 would result in only slight amounts of cut and fill (some cut on the east side in front of the automobile machine shop and some fill in front of the new car dealership). The existing roadway would be utilized, and result in a savings on materials. Local commercial sources would be utilized to supply materials for the added width.

The amount of paved surface would remain approximately the same as at present; the use of the paved area, however, would change from parking or building to roadway. Because of this, the amount of runoff would not be increased significantly. The installation of curbs and a storm sewer system would channel the flow of runoff and improve drainage.

In Alternative 2, the existing culvert for Sleepy Hollow Creek would be replaced by a longer (80-foot) culvert. The creek's flow would continue to be mostly storm runoff. An increase in sediment and subsequent change in water quality may occur during construction. This would be minimized by following standard erosion control procedures.

Widening the road would remove some patches of grass in front of a few buildings, but would not affect the landscaping in front of the pizza parlor. Since the present vegetation is limited, due to the high level of development, the impact on wildlife would be minimal. Land next to the sidewalk disturbed by construction would be restored by mulching and planting; this would add more vegetation and improve the aesthetics of the area.

Noise Impacts

Noise levels were calculated for both the No-Build and Build Alternatives. The existing (1978) L_{eq} at 75 feet from the road centerline is 67 decibels (dBA) during the peak truck hour. Auto traffic is expected to increase from 770 to 1,080 and truck traffic from 75 to 105 during the peak truck hour by 1998. Under the No-Build Alternative, this is projected to result in an L_{eq} of 68 dBA at a distance of 75 feet; under the Build Alternative, this is projected to be 69 dBA (due in part to the greater proximity of the roadway in the Build Alternative). Stephens Street has commercial and industrial uses along this section, which is Activity Category "C" according to the Federal Highway Program Manual section 7-7-3 (see Appendix D). Guidelines for Activity Category "C" allow an exterior design noise level (L_{eq}) of 72 dBA. Neither the Build nor the No-Build Alternatives are expected to exceed this design noise level, and thus minimal noise impacts would result from vehicle traffic under either alternative.

Construction noise would be a temporary impact. Residences are located east of the project, the nearest being approximately 300 feet away. Thus, to keep construction noise impacts to a minimum, "no construction operations should be performed on Sundays, holidays, or between 10 p.m. and 6 a.m. on other days."* These measures, along with the use of machinery that generates the least amount of noise, would help reduce the construction noise impacts.

Air Quality Impacts

Roseburg is included in the Southwest Air Quality Control Region No. 194 established by DEQ, which is categorized as being in compliance with the ambient air quality standards for Oregon. Thus, air pollution monitoring has not been done in Roseburg. However, indications are that Roseburg has air pollution problems due to the low average wind velocity (4.3 mph) and the topography. If an inversion occurs, the polluted air can become trapped in the valley. The low wind velocity would not provide the necessary scouring of the atmosphere, causing pollutants to accumulate. A preliminary air quality site investigation in the fall of 1978 found a carbon monoxide concentration of 15 ppm in the project area. The standard is 8.7 ppm.

The automobile is a major contributor to air pollution, emitting carbon monoxide, hydrocarbons, nitrogen oxides, and lead. The Clean Air Act and its Amendments require automobile emission control systems to be improved. Thus the pollutants emitted per car will decrease.

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*Statewide Noise Study Report

Along this section of Stephens Street, the volume of vehicular traffic is projected to increase (see Table 1) from 15,900 to 22,300 per day. Although the traffic will increase, air pollution levels are expected to decrease due to the emission controls on automobiles. The total emissions of pollutants generated by vehicles in the project area were calculated using computer programs. The amount of carbon monoxide, nitrogen oxides, hyrocarbons, and lead were calculated for both the Build and No-Build Alternatives. The main difference between the two alternatives is in vehicle speeds, thus resulting in lower carbon monoxide and hydrocarbon emissions and slightly higher nitrogen oxide emissions under the Build alternative; see Table 4. The lead emissions will decrease substantially under both alternatives due to the requirement for unleaded fuel for catalytic mufflers.

Carbon monoxide levels in the project area under the Build and No-Build Alternatives were calculated for the years 1978 to 2002*, and are shown in Figure 10. The No-Build Alternative never reaches the standard of 8.7 ppm, but the Build Alternative would reach the standard in 1992.

In order to be consistent with the State Clean Air Act Air Quality Implementation Plan (SIP), the project must attain and maintain the air quality standards. With the Build

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*For purposes of analysis, the project was assumed to be completed during 1982.

TABLE 4

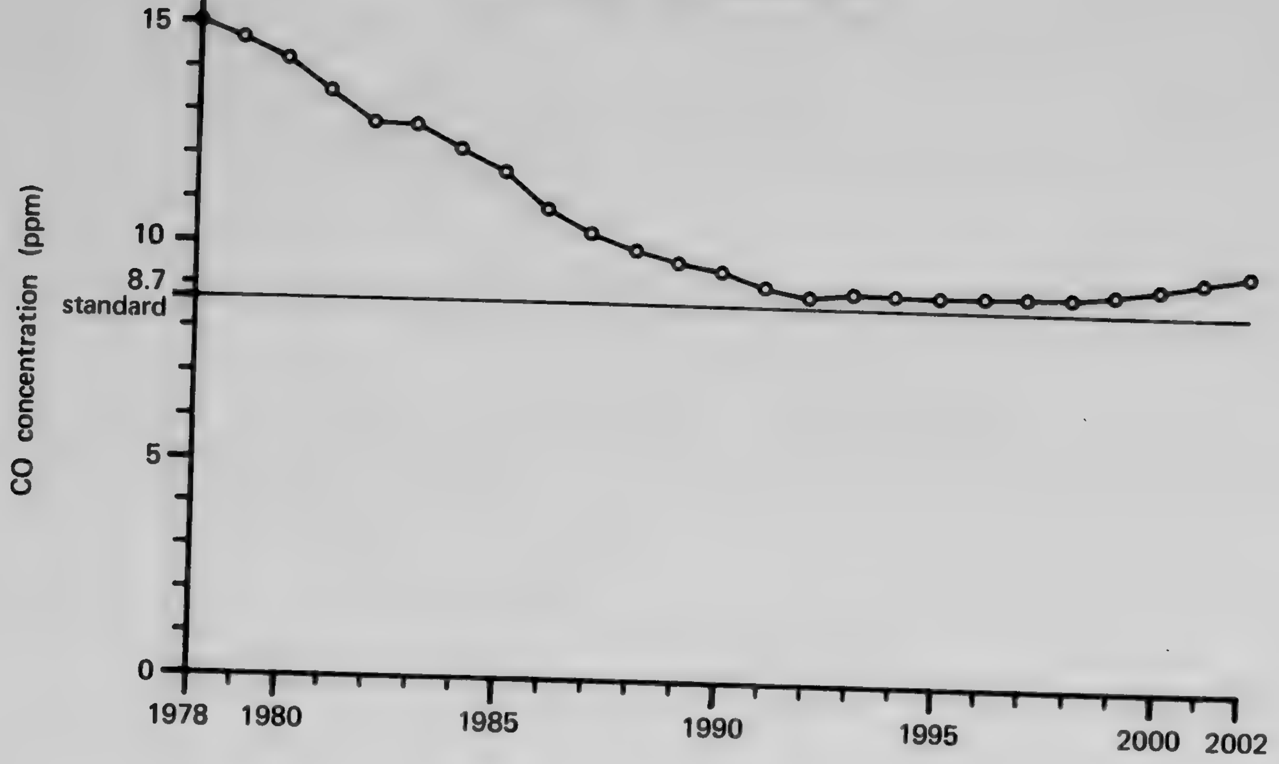
Air Quality

Total Emissions Summary

	Facility		Carbon Monoxide		Hydrocarbons		Nitrogen Oxides	
			Tons/Yr	Percent of 1978 Amount	Tons/Yr	Percent of 1978 Amount	Tons/Yr.	Percent of 1978 Amount
1978 Existing	N. Stephens Street		428.35	100	49.00	100	21.14	100
	NE Garden Valley Blvd.		162.23	100	18.09	100	7.01	100
	NE Alameda Ave.		24.23	100	2.68	100	0.99	100
	TOTAL ALL FACILITIES		614.81	100	69.78	100	29.14	100
1998 Projected	N. Stephens St.	-No Build	264.32	61.7	25.40	51.8	20.51	97.0
		-Build	244.31	57.0	23.31	47.6	20.82	98.5
	NE Garden Valley Blvd.	-No Build	106.33	65.5	10.37	57.3	6.75	96.3
		-Build	90.24	55.6	8.68	48.0	6.87	98.0
	NE Alameda Ave.	-No Build	19.54	80.6	1.92	71.4	1.21	122.1
		-Build	17.26	71.2	1.67	42.2	1.24	125.0
	TOTAL ALL FACILITIES	-No Build	390.19	63.5	37.69	54.0	28.47	97.7
		-Build	315.80	57.2	33.65	48.2	28.93	99.3

FIGURE 10
CARBON MONOXIDE CONCENTRATIONS
NO-BUILD AND BUILD ALTERNATIVES

NO-BUILD ALTERNATIVE



BUILD ALTERNATIVE

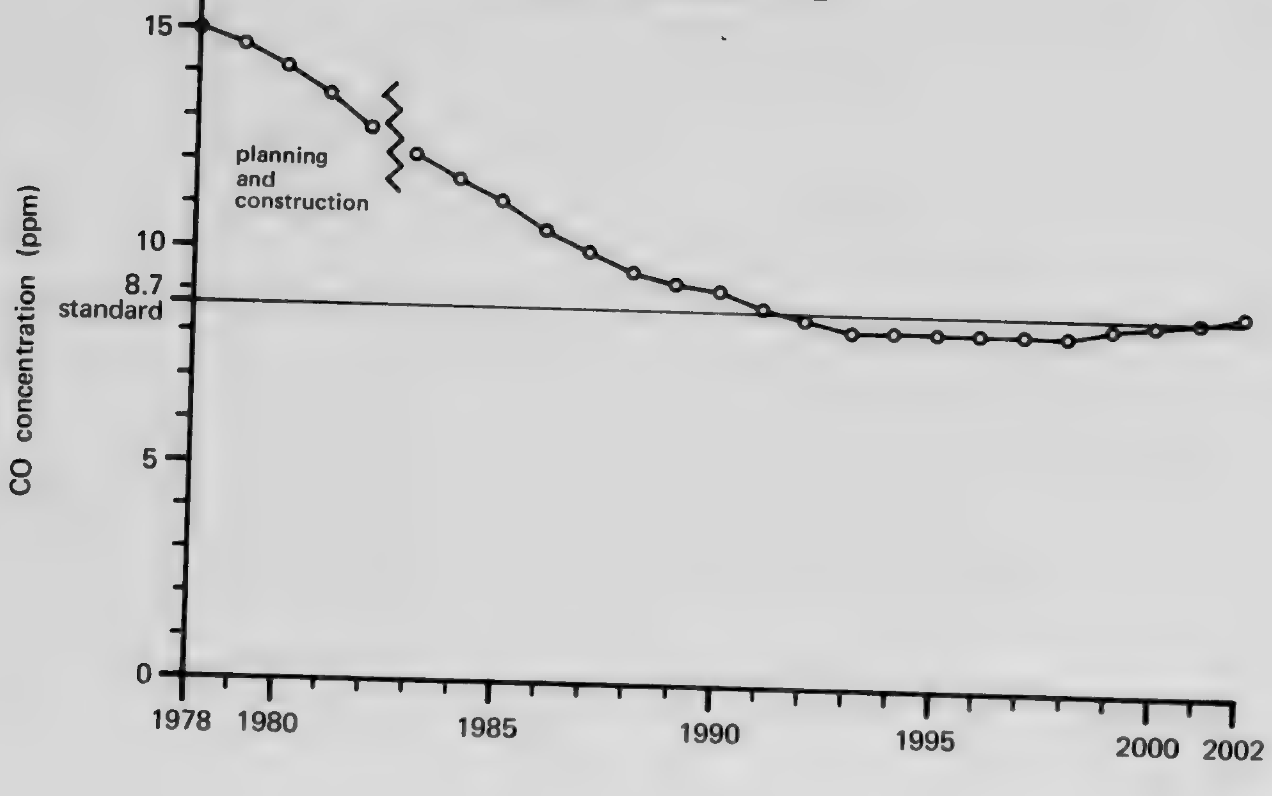
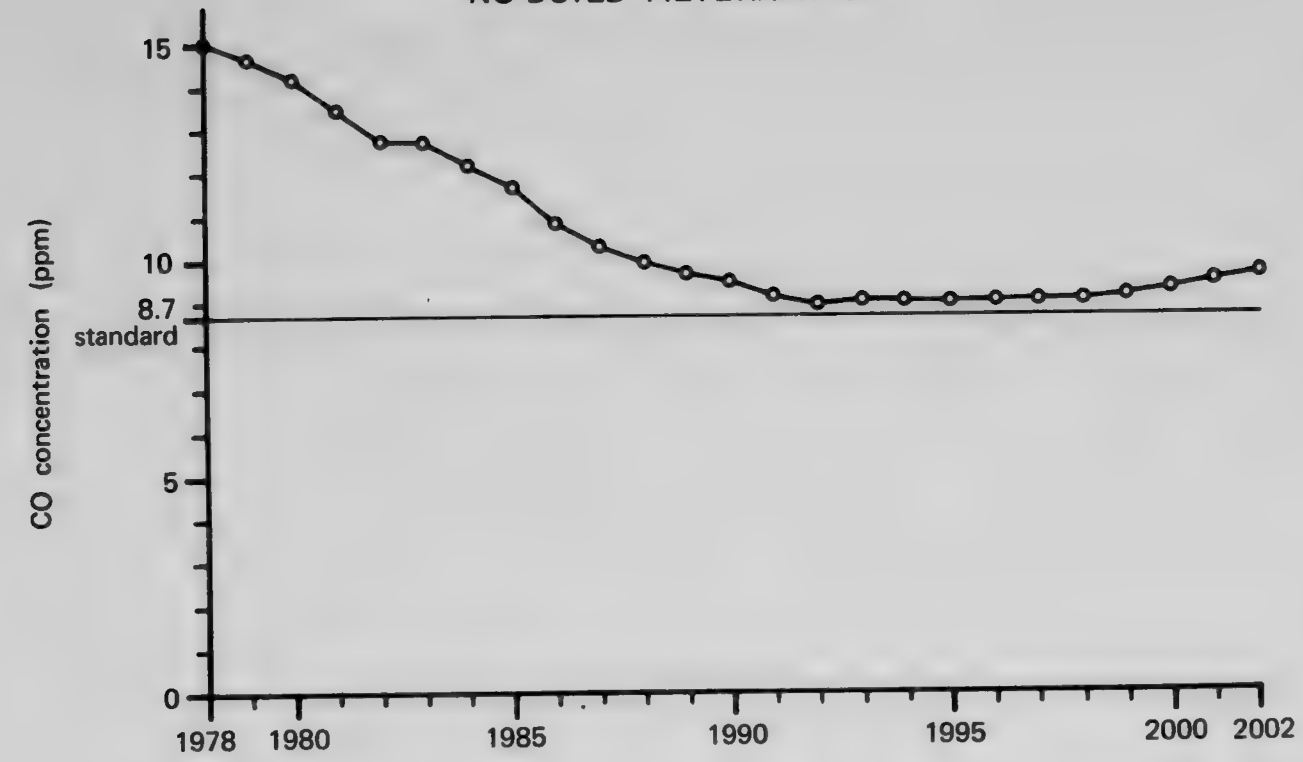


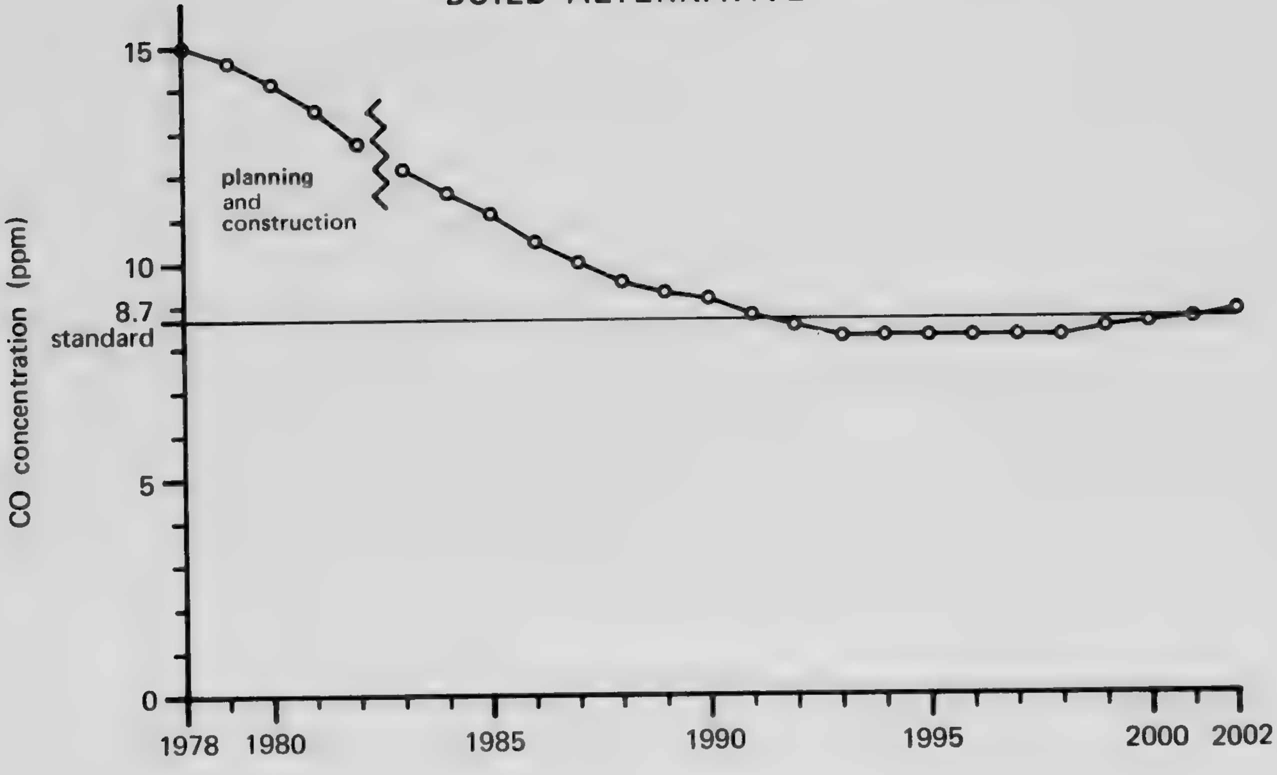
FIGURE 10

CARBON MONOXIDE CONCENTRATIONS NO-BUILD AND BUILD ALTERNATIVES

NO-BUILD ALTERNATIVE



BUILD ALTERNATIVE



Alternative, the carbon monoxide standard will be attained in 1992, whereas the No-Build Alternative will never attain the standard. However, the Build Alternative will not maintain the standard after 2001, due to continued increases in traffic volumes (because of continued growth to the north) and due to the lack of further improvements in emission controls. This apparent inconsistency of the Build Alternative with the maintenance requirement is through no fault of the project itself. This is preferable to the No-Build Alternative, which will never attain the standards. The carbon monoxide levels would always be lower than what levels would be under the No-Build Alternative, as shown in Figure 10. Methods to mitigate this problem include the establishement of an automobile inspection/maintenance program by DEQ or a local agency (which could reduce emissions 30-40% more). This would allow the project to more than meet the carbon monoxide standard by the year of completion (7.32 to 8.54 ppm in 1983). Another method would be modification of the land use plan to limit the amount of new growth in areas to the north, which would result in fewer cars using this section of Stephens Street.

Based on the foregoing information, it is concluded that the Build Alternative is consistent with the State Implementation Plan, in that air quality is improved as a result of project implementation.

Traffic Impacts

Alternative 2 would increase the capacity of this highway section, initially resulting in less highway congestion. Table 1 (page 4) shows the volumes, speed, and level of service of this section in 1998 (assuming Alternative 2 would not induce an increase in traffic volume). Alternative 2 would allow for average travel speeds higher than are possible in 1978, and especially higher than they would be in 1998 under Alternative 1. The level of service would also be improved over the present condition, even with the projected increase in traffic over the 20 years. The accident rate would be expected to go down due to the provision of a turning median the whole length, the provision of four lanes the whole length (eliminating the need to merge near Oakland Avenue), the provision of a traffic signal at Alameda Avenue, and the general relief of congestion. Because Alternative 2 would increase the capacity of the highway section, which would improve time and safety factors, more people would be inclined to use Stephens Street. The possible increase in urbanization to the north due to Alternative 2 (see Land Use Impacts section) would also increase the volumes on this section of Stephens Street. This increased traffic could lower the possible speeds and level of service projected in Table 1.

Maintaining the existing highway as is (Alternative 1) would result in increased traffic congestion. Table 1 estimates that average speeds would drop as traffic increases. In

1998, the roadway would be operating at level of service F, a jammed condition with stop-and-go travel. Turning into and out of businesses along the route would remain a problem, and the accident rate would be expected to increase.

Land Use Impacts

The primary impact of Alternative 2 on land use would be the displacement of at least four of the fourteen businesses, which is discussed in the Right-of-Way Impacts section. The remaining area of the lots of these businesses would probably be redeveloped with new businesses, thus retaining the highway-oriented commercial character of the area. This commercial use of the land adjoining Stephens Street is in compliance with the current Roseburg Urban Area Plan.

The availability of services, such as water, sewers, and roads, has a great impact on the rate and timing of growth in an area. As seen in Table 3, the population of Roseburg and the urban area is projected to grow, and would require an additional 4.24 to 5.98 square miles of land for development by the Year 2000. Much of the area to the north of the project has water and a sewer service. The present limited capacity of Stephens Street can be considered a limiting factor to growth in the north. Alternative 2 would increase the capacity of Stephens Street and thereby increasing opportunities for urbanization to the north. Further low density residential development could occur along Newton Creek Road and north along Route

99, and more commercial and industrial development occur north along Route 99. Higher density residential development could occur northeast of the project area, along such streets as Alameda Avenue. High density residential and industrial development may also result off Stewart Parkway west of the airport.

The resulting urbanization has environmental impacts, too. Building disrupts the soil, changes drainage patterns, alters the wildlife habitat, and affects the aesthetics of the area. Noise, air, and water pollution would result from construction. These and other impacts of urbanization could be considered secondary impacts of the highway widening, although an unknown amount would occur without the project, given present land use designations on the Comprehensive Plan.

The No-Build Alternative would not displace any businesses along this section. Development would probably still occur to the north of Alameda Avenue, although not at the rate it would under Alternative 2, because of the congestion on Stephens Street. Instead, development would probably occur more to the west.

Right-of-Way Impacts

Alternative 2 (the Build Alternative) would include a 14-foot center median, four 12-foot travel lanes, 4-foot shoulders and 5-foot sidewalks on each side--a total paved width of 80-feet. There would also be a permanent easement of approximately 3-feet on each side.

The estimated cost for the right-of-way is shown in Table 5 below. Between zero and twenty-two feet would be acquired for the right-of-way (averaging about thirteen feet). Cost estimates on this acquisition were done in January, 1978.

TABLE 5

Right-of-Way Cost Estimates

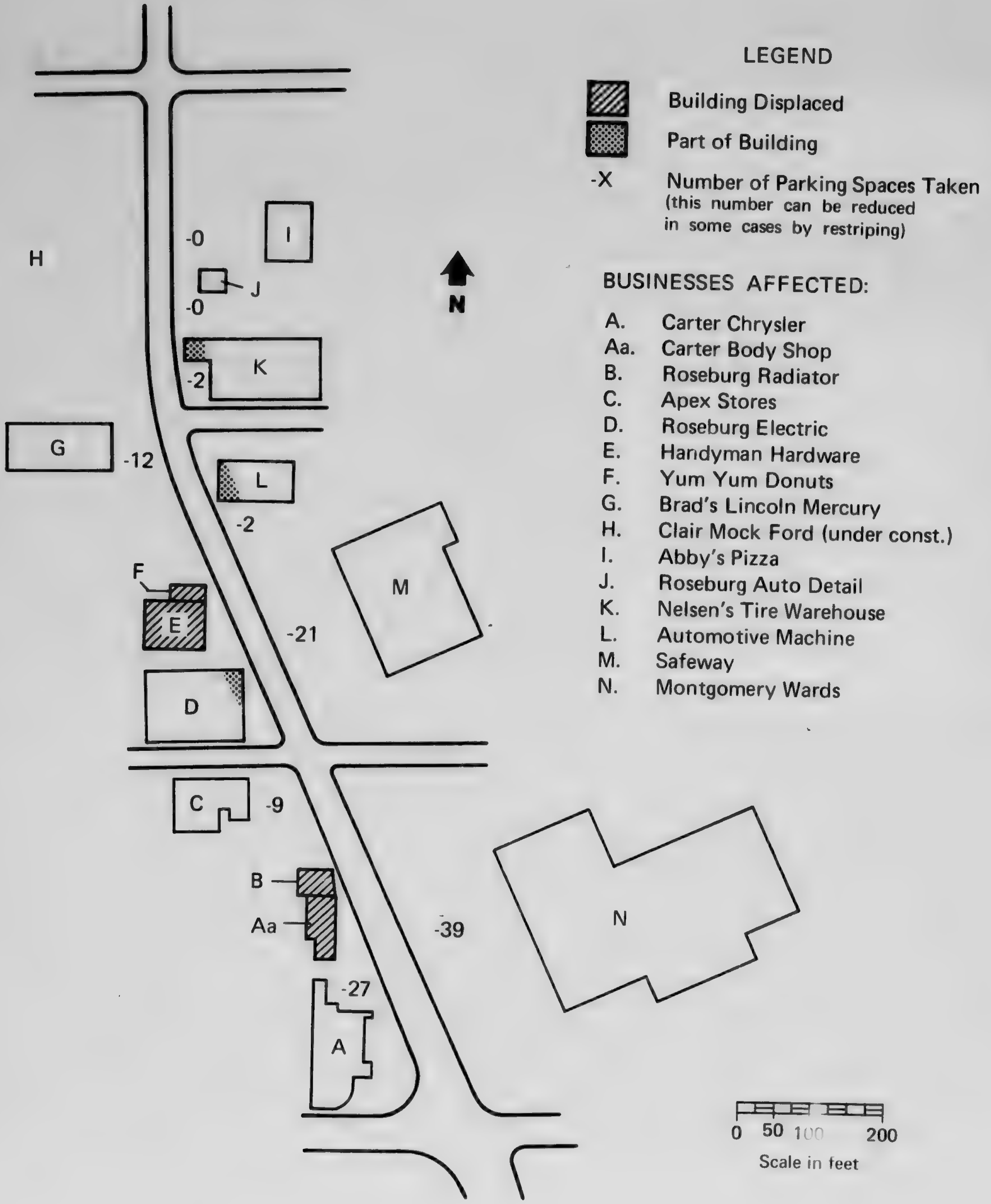
Land and Building Acquistion	$510,000
Relocation Expenses	90,000
TOTAL	$600,000

Fourteen businesses would be affected by right-of-way acquisition for Alternative 2. Some businesses would lose parking spaces, which may result in some minor parking inconvenience or reduction in car display area. The losses of one car dealer constitute a major concern; he may lose about 27 parking spaces on a lot that is already severely limited. This dealership may want to relocate due to this loss of parking space and loss of their body shop. Three businesses would lose a portion of their buildings although they probably would not be displaced. Four businesses would be displaced: a donut shop, a hardware store, a radiator shop, and a car body shop. These impacts are shown in Figure 11.

One residence, located behind Handyman Hardware, would be affected by Alternative 2. No minority groups would be adversely affected.

FIGURE 11

RIGHT-OF-WAY IMPACTS OF ALTERNATE 2


-0
I
H
J
-0
K
-2
G
-12
L
-2
F
E
M
-21
D
C
-9
B
Aa
-39
N
-27
A
N
0 50 100 200
Scale in feet

LEGEND

▨ Building Displaced

▩ Part of Building

-X Number of Parking Spaces Taken (this number can be reduced in some cases by restriping)

BUSINESSES AFFECTED:

A.	Carter Chrysler
Aa.	Carter Body Shop
B.	Roseburg Radiator
C.	Apex Stores
D.	Roseburg Electric
E.	Handyman Hardware
F.	Yum Yum Donuts
G.	Brad's Lincoln Mercury
H.	Clair Mock Ford (under const.)
I.	Abby's Pizza
J.	Roseburg Auto Detail
K.	Nelsen's Tire Warehouse
L.	Automotive Machine
M.	Safeway
N.	Montgomery Wards

Many areas within the city are zoned for commercial or industrial uses. The city's C-1 (Neighborhood Commercial) zone allows bakeries where the goods are sold at retail on the premises. C-2 (Travel Commercial) and C-3 (General Commercial) zones also allow bakeries and, in addition, restaurants. M-1 (Light Industrial) and M-2 (General Industrial) zones allow restaurants. The C-3 zone allows building materials supply stores, electrical appliance and equipment sales and service stores, hardware stores, and paint stores. M-1 and M-2 zones allow plumbing, heating, electrical, building supply and equipment, and paint stores. M-1 and M-2 zones also allow automobile sales and service.

The county C-2 (Neighborhood Commercial), C-3 (General Commercial), and M-1 (Light Industrial) zones allow bakeries. The C-3, M-2 (Medium Industrial), and M-3 (Heavy Industrial) zones allow stores selling building supplies (including lumber, plumbing, and sheet metal), automobile sales, and garages. Table 6 shows the zones where the displaced businesses could relocate. The zones allowing auto dealerships and electric wholesale stores are also included.

The Zoning Map (Figure 9), shows many potential relocation sites with the appropriate zoning, however, not all of these sites are actually available. One possible site is a new shopping center being planned in the C-3 zone in northwest Roseburg near the intersection of Stewart Parkway and NW Garden Valley

TABLE 6

Zones Where These Displaced Businesses are Permitted

Displaced Businesses	City Zones					County Zones				
	C-1	C-2	C-3	M-1	M-2	C-2	C-3	M-1	M-2	M-3
Donut Shop	X	X	X	*	*	X	X	X		
Hardware Store			X	X	X		X		X	X
Electric Wholesale			X	X	X		X		X	X
Radiator Shop				X	X		X		X	X
Automobile Dealership				X	X		X		X	X

*if restaurant

Boulevard. The shopping center will cover approximately twenty acres, and include three major department stores and thirty smaller businesses. The donut shop and hardware store would fit the character of the shopping center.

Other possible sites are located along NE Diamond Lake Boulevard (which becomes the North Umpqua Highway outside the city limits). These sites are planned for commercial and industrial development, and include C-3, M-1, and M-2 zoning in the city portion, and M-1 and M-2 zoning in the county portion. A significant amount of vacant land exists along this road. The automobile dealership could also relocate here since there are several car dealers already located there and several large vacant areas.

Another possible site is just west of the downtown area, where the railroad yards are (roughly bounded by SE Oak Avenue and SE Rice Avenue to the north and south, and SE Mill Street and SE Fullerton Street to the east and west). Studies have been made to relocate the switching yards south of the city. Should this occur, this land could become available for industrial use. Homes in the area are non-conforming uses in an M-1 zone and could be bought for industrial use.

These and other sites appear to be possible relocation sites, but land costs for these sites may be higher than those of their existing locations. Moving a business to a new location may result in some loss of regular clientele, who find the new location inconvenient and find a substitute nearby. This loss may be balanced somewhat by new customers who find the new location more convenient for them. Businesses are entitled to reimbursement for reasonable moving expenses, the cost of searching for replacement property, or receive an amount equal to the annual net earnings of the business in lieu of other relocation benefits. These relocation benefits are more fully described in Appendix F.

The Build Alternative would also decrease the city and county tax base by converting private property to public transportation functions (which are tax exempt). Losses to the tax base represent inevitable and usually long-term consequences. When taken in perspective, however, these conversions do not appear significantly adverse. The impact is assumed by the remaining taxpayers, who offset the tax loss by paying slightly higher taxes. The amount of land acquired, number of properties, and assessed value of the land acquired are shown in Table 7.

TABLE 7

Quantitative Impact of Acquiring the Right-of-Way, Build Alternative

	Area of Parcel Acquired ft^2	Area of Parcel Acquired Acres	Number of Properties Affected	Assessed Value of Right-of-Way
East Side	14,690	0.3372	6	$123,165
West Side	21,095	0.4843	8	$381,425
Total	35,785	0.8215	14	$504,590

Estimates of the tax loss impacts on the local tax rates are shown in Table 8. In 1977, the tax rate for the city of Roseburg (code area 4.01) was $21.16 per $1000 assessed value; for this part of Douglas County (code area 4.22) the tax rate was $21.32 per $1000. Assuming the same amount of tax revenue is required from these areas and the rest of the tax base remained the same, the tax rate would be raised 4 or 5 cents.

However, the tax base is not unchanging. New businesses and homes will locate within these tax areas and increase the tax base. For example, the building of Clair Mock Ford (at the intersection of Stephens and Stewart Parkway) will increase

TABLE 8

Estimated Impact of Right-of-Way on Tax Base

	Assessed Value of Right-of-Way	Total Tax Base	% Reduction of Tax Base	Estimated Increase in Tax Rate Needed to Restore Tax Revenue
City of Roseburg (code area 4.01)	$406,775	$196,982,648	.207%	4.37 cents
Part of Douglas County (code area 4.22)	$ 97,815	$ 42,851,554	.228%	4.88 cents

the tax base of the city, and relocation of the displaced businesses would restore part of the lost tax base. The remaining businesses along Stephens may experience higher assessed values due to the desirability of being along a safer, less congested street. Increases in the need for public services will affect the amount of revenue required and thus also affect the tax rate. However, it seems the loss in tax base due to right-of-way acquisition is a minute percentage of the city and county tax bases, and thus the financial position of local taxpayers would not be significantly affected by the Build Alternative.

The No-Build Alternative would not result in the above mentioned business displacements, the removal of advertising signs, or relocation of utilities. There would be no increase in right-of-way, and thus no decrease in the area's tax base. The No-Build Alternative may result in adverse economic impacts on the area as people avoid it for shopping because of heavy traffic on Stephens Street and difficulties with access into and out of the businesses along the route.

DISCUSSION OF COMMENTS ON THE DRAFT NEGATIVE DECLARATION

A public hearing was held at 7:30 p.m. on February 14, 1979, at the Roseburg City Hall. Eight people presented testimony at the hearing; three favored the Build Alternative, one favored a couplet idea, and four did not express a preference but were concerned about how the right-of-way acquisition would affect their property. Responses to the comments made and questions asked are given below.

Letters commenting on the Draft Negative Declaration were received from 1 firm, 1 individual, and the Douglas County Commissioners. Responses to the comments are given on pages 36 to 37. Copies of the letters received are contained in Appendix G.

HEARING COMMENTS

*Helen D. Dodge:

Comment 1. "On page 28 of your Declaration, it states no houses will be displaced by Alternative 2. We have a four-bedroom home where my family and I have lived for the past 12 years, and I want to make sure that's on the records."

Response 1. This part of the Negative Declaration has been corrected.

Comment 2. "I'm interested in knowing whether there are plans now or in the future for moving the utilities that run along the back of our property," (which is on the west side of Stephens Street).

Response 2. The utilities along Stephens Street would be moved back as required for the widening. The moving of utilities not along the proposed Stephens Street right-of-way would not be included in this project.

***Irvin D. Kline:**

Comment 3. "...it does not indicate that Apex parking will be affected. Although there's only going to be officially 5 feet removed from the front, it will eliminate part of the parking area along the existing roadway that we have been using to date."

Response 3. The right-of-way acquisition in front of Apex would be 14 feet, involving about 1355 square feet. Approximately eleven parking spaces could be accommodated in the remaining space. Right-of-way would also be acquired at the corner of Oakland Avenue. However, Oakland Avenue would not be widened with this project and thus parking along that road would not be affected.

***Carl Dehne:**

Comment 4. "...there is a business missing in the rear of Nelsen's Tire Warehouse. They take up the last rear quarter bottom floor of that building; it's called Gary's Pre-Hung Doors. And then I wish to, at this time, add Nelsen's Tire as one of the businesses that will more than likely be displaced because of the elimination of parking in front, the existence of Gary's Pre-Hung in the rear of the building which prohibits us using that parking space for our business."

Response 4. The right-of-way acquisition in front of Nelsen's Tire Warehouse would be between 3 and 8 feet in width. A small portion of the front of the building may also be acquired, but this would probably not be enough to necessitate displacement. The parking in front is already very limited, accommodating approximately 5 cars. With the widening, approximately 3 parking spaces could be accommodated in the remaining space. Cars now park along Brooklyn Avenue; this would not be affected by the Stephens

Street widening. An area to the north of the building could perhaps be leased for parking. Even with the existence of Gary's Pre-Hung Doors in the rear of the building, it is doubtful that Nelsen's would be displaced.

*Paul Makinson:

Comment 5. I wrote a letter requesting consideration of a one-way couplet system instead of the proposed widening. Stephens Street could be made one-way northbound between Garden Valley Boulevard and Airport Road. "Southbound traffic would come in on Highway 99 and turn right on Airport Road. Airport Road would continue along the railroad tracks as it is now, and intersect with Garden Valley Boulevard. Airport Road would cross Garden Valley Boulevard, proceed along the railroad tracks, and tie in below the King's Table Restaurant on Diamond Lake Boulevard. This would take traffic coming into Roseburg on Garden Valley Boulevard, directly to Diamond Lake Boulevard, relieving congestion at the shopping centers and traffic lights. There are plenty of cross streets." (See accompanying map, Figure 12.)

"I think it would be a lot cheaper for the State and less cumbersome to the property owners if Stephens were a one-way street. As it is right now, your island, as I understand it, is going to be about 20 feet, your walkways on each side, your pathways on each side is going to increase the width of it."

"Making a 20 foot center island plus bike paths and sidewalks will take more property; but if the island were eliminated, no additional property would be needed for bike paths and sidewalks and we'd still have four travel lanes. I think this would also prevent accidents caused from one car turning into the pathway of another car.

I think this plan of routing the traffic should be studied as a solution to the problem we have right now. Watching traffic in this area, the only problem I see is that the curve on Highway 99 North prior to intersecting with Airport Road would to be widened. Making this stretch of street one-way would give us relief for 5-10 years to come, even before widening."

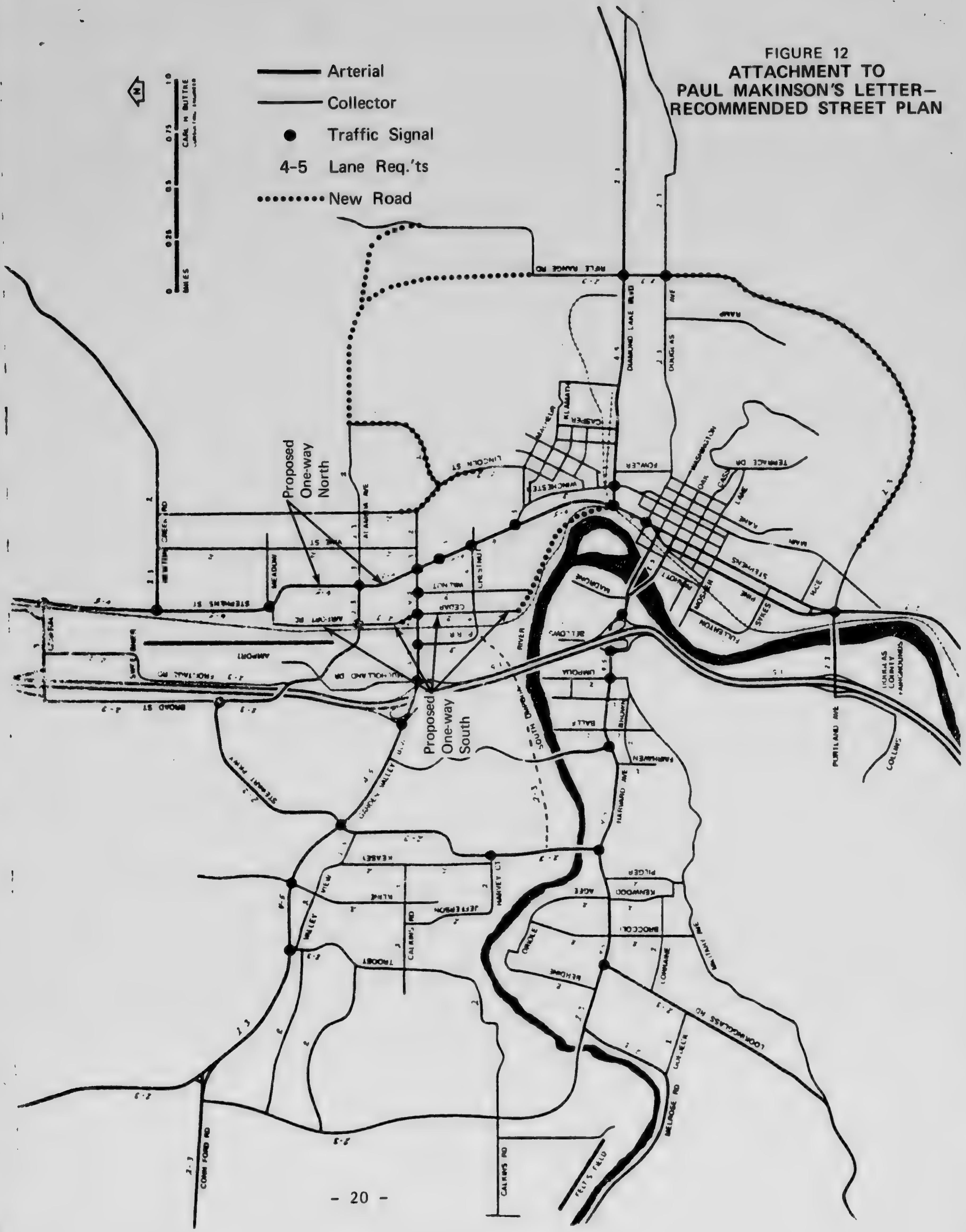

Arterial
Collector
Traffic Signal
4-5 Lane Req.'ts
New Road
MILES
0
0.25
0.5
0.75
1.0
CARL H BUTTKE
Proposed One-way North
Proposed One-way South
RIFLE RANGE RD
DIAMOND LAKE BLVD
DOUGLAS AVE
RAMP
KLAMATH
CASPER
FOWLER
WASHINGTON
TERRACE DR
LINCOLN ST
WINCHESTER
NEWTON CREEK RD
VINE ST
MEADOW
STEPHENS ST
AIRPORT RD
WALNUT
CHESTNUT
CEDAR
AIRPORT
MULHOLLAND DR
BROAD ST
STEWART PKWY
GARDEN VALLEY BLVD
BELLOWS
RIVER
UMPQUA
MADRONE
OAK
CASS
LANE
KANE
MAIN
STEPHENS
PINE
ROSE
SYKES
MOSHER
FULLERTON
PORTLAND AVE
DOUGLAS COUNTY FAIRGROUNDS
COLLINS
HARVARD AVE
FAIRHAVEN
KEASEY
HARVEY CT
PILGER
KENWOOD
AGEE
KLINE
JEFFERSON
CALKINS RD
VALLEY VIEW
BROCCOLI
ORIOLE
TROOST
LOOKINGGLASS RD
MELROSE RD
MILITARY AVE
FELT'S FIELD
CALKINS RD

FIGURE 12
ATTACHMENT TO PAUL MAKINSON'S LETTER—RECOMMENDED STREET PLAN

Response 5. The couplet idea would be a much more extensive project than the project discussed in the Negative Declaration. New construction would be required between the end of Cedar Street and Diamond Lake Boulevard along the river. The railroad in this section is very close to the river, and this, along with the topography, would make the location of a road in this area extremely difficult. New roadway would also be needed to bring Airport Road across from Cedar Street at Garden Valley Boulevard; a traffic signal would also be required at this intersection. Without construction of these new roadways, the couplet would end at Garden Valley Boulevard and those travelling south would have to turn left on Garden Valley Boulevard and then right at the Stephens Street intersection. The couplet would also require upgrading of Airport Road and Cedar Street and thus also some additional right-of-way.

The existing Stephens Street/Pine Street couplet in downtown Roseburg has cross streets about every 400 feet. Stephens Street and Pine Street are located about 300 feet apart, so businesses in the area can be readily reached. In contrast, the suggested couplet has few cross streets (and many of these are substandard). Stephens Street and Airport Road are located between 1000 and 1400 feet apart. If these were made a couplet, those people travelling to or from businesses on Stephens Street would have to backtrack a great distance.

The project discussed in the Negative Declaration (as shown in Figure 4) includes a 14 foot median, 4 foot shoulders, and 5 foot sidewalks, involving between 0 and 22 feet of additional right-of-way. The existing roadway north of Oakland Avenue has two travel lanes and a median. Although the existing right-of-way is wide enough to accommodate 4 lanes for the couplet, work would need to be done, including the moving of curbing back to the right-of-way line, which would impact some parking.

Because of the extra costs of this couplet system and its questionable value, this alternative will not be implemented.

***Adney Bowker:**

Comment 6. "Although the Draft Negative Declaration does not discuss it, we understand a traffic light at Alameda Avenue will be part of the project. We strongly endorse the need for this light and urge that its installation be timed with completion of the work, or even before if possible and practicable.

We also wish to urge consideration be given to adding to the existing signal at Stephens Street and Garden Valley Boulevard a left-turn phase for westbound traffic on Garden Valley Boulevard. The absence of the left-turn phase is dangerous, and if the proposed project is to truly result in improved safety, this feature is necessary."

Response 6. A traffic signal at the Alameda Avenue/Stephens Street intersection is part of the proposed project. Changes to the existing signal at the Garden Valley Boulevard/Stephens Street intersection are not included in this project.

***Wayne Dodge:**

Comment 7. "Does the State make any provisions for moving of the signs? That's a very costly project and I just wondered if the State did make any appropriation in the Negative Declaration for moving of the signs."

Response 7. If a sign is located within the right-of-way to be acquired, it was considered in the Right-of-Way Cost Estimates in Table 4.

***Dave Everett:**

Comment 8. (on card) "Page 44 on the 1970 Relocation Act. It is about 9 years behind inflation. You can't possibly think these payments are fair."

Response 8. Businesses displaced will receive reimbursement for actual moving costs, compensation for tangible property loss, some reimbursement for the search for a new site, reimbursement for storage costs (if necessary), or can receive a payment in lieu of these other monetary benefits.

WRITTEN COMMENTS

*Carl Dehne:

For other points raised in the letter, see Comment 4 and Response 4.

Comment 9. "...Nelsen's Tire Warehouse will apply for reimbursement for lost revenue, expenses involved in locating a new site, expenses involved in moving inventory and those involved in moving the equipment presently installed in our warehouse, and installation of that equipment at the new site."

Response 9. If Nelsen's is displaced, the Department of Transportation would provide monetary benefits as described in Appendix F. The amount of payment for the acquisition of the land and building would be determined during right-of-way negotiations.

*Paul Makinson:

For points raised in the letter, see Comment 5 and Response 5.

*John W. Moore of Safeway Stores

Comment 10. "Your Draft Negative Declaration for the Stephens Street widening project states (p. 25) that, 'Some businesses would lose parking spaces, which may result in some minor parking inconvenience...' We note that preliminary plans indicate the removal of 178 parking spaces 21 of which would be some of the most convenient Safeway parking. Would you please review this report and see whether or not your treatment of the loss of those cars is adequate. Specifically, it would seem to us that the loss of this many cars would result in an impact not properly described as 'some minor inconvenience.' In the case of Safeway, it would cause great inconvenience and put us in a competitive disadvantage and severely restrict our multi-million dollar business. It may also be true of other businesses abutting this widening project."

Response 10. The losses of parking spaces on Figure 11 have been recalculated and some changes have been made. It was assumed that if the new right-of-way line fell within the parking space, that it was displaced. For those areas without marked spaces, the number of potential spaces along the curb was used. Thus these numbers represent the maximum losses. In some cases these numbers are high, since parking is not located right along the roadway or is not delineated with marked spaces. In some cases, the number of spaces taken could be reduced by restriping. Wards, for example, could, instead of removing the parking along the curb, move that row back 13 feet and shorten the perpendicular rows of parking. Instead of a loss of 27 spaces in the part directly in front of the store, only 11 spaces would be lost.

The acquisition in front of Safeway is 12 to 13 feet, placing the new right-of-way line in the row of 21 parking spaces along the curb. This would not impact the most convenient Safeway parking adjacent to the store's entrance. With some restriping of this row along the curb and realignment of the southern entrance, from 9 to 18 parking spaces could be created.

The acquisition is calculated to be about 5,040 square feet; Safeway would be compensated for the acquisition of the land plus the improvements vacated within the new right-of-way. If damages occur to the rest of the property due to the acquisition, additional compensation would be offered. The value of the land and improvements to be acquired and whether or not damages to the remainder occur will be determined during the acquisition process.

BASIS FOR NEGATIVE DECLARATION

The proposed project would improve traffic mobility and safety on this heavily used arterial. It is not expected to precipitate significant alterations in traffic volumes or patterns, land use, or planned growth. The project would involve some right-of-way acquisition, but those adversely affected would be compensated. It would not divide or disrupt any established community. There would be little impact on the natural environment and there are no 4(f) involvements. The project is considered consistent with the State Clean Air Implementation Plan and with laws and regulations pertaining to the environment, and would not have significant adverse effects on ambient noise levels.

It is the conclusion of the Oregon Department of Transportation and the Federal Highway Administration that this project constitutes a major action as defined in the Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, and that implementing the proposed action would not have a significant impact upon the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

Concurred in by:

Technical Services Engineer　　　　Date

FHWA Division Administrator　　　　Date

APPENDIX A

LEVELS OF SERVICE ON ARTERIAL STREETS
As defined by the 1965 *Highway Capacity Manual*

Level of Service "A" --Free flow (relatively; some stops will occur).
Average travel speed above 30 mph.

Level of Service "B" --Stable flow (slight delays).
Average travel speed 25-30 mph.

Level of Service "C" --Stable flow (acceptable delays).
Average travel speed 20-25 mph.

Level of Service "D" --Approaching unstable flow (delays tolerable).
Average travel speed 15-20 mph.

Level of Service "E" --Unstable flow (congestion, short periods of stoppages).
Average travel speed approximately 15 mph.

Level of Service "F" --Forced flow (jammed; stop-and-go).
Average travel speed less than 15 mph.

Average Travel Speed - The summation of distances traveled over a street section during a specified period of time, divided by the summation of overall travel times.

APPENDIX B:

ACCIDENTS, 1975 - 1977,
Stephens Street between
Alameda Avenue and
Garden Valley Boulevard

Year	Total	COLLISION TYPE																	
		Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	Fatal	Non-Fatal Injuries	Prop. Damage Only	Persons Killed	Persons Injured	Accident Rate (accidents per million vehicle-miles of travel)
1975	27	3		11		1	10			1		1		0	11	16	0	12	10.29
1976	23	1		12			9					1		0	16	7	0	18	11.36
1977	28	5		5		4	12				1	1		0	17	11	0	24	9.35
Total for these 3 Years	78	9		28		5	31			1	1	3		0	44	34	0	54	10.33 is average accident rate for these three years.

APPENDIX C:

1859

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: November 3, 1978

Mr. Pieter Dykman
Research Coordinator
Environmental Section
412 DOT Building
Salem, OR 97310

RE: N.E. Alameda-Garden Valley Boulevard Section
Oakland-Shady Project, Douglas County

Dear Sirs:

This letter is in response to your request for official comment from the State Historic Preservation Office regarding impact of your federally funded project on cultural resources.

After a careful review of your proposed project, our office can offer the following comments. We feel the area of the project is not of historic significance and since ground disturbance of previously undisturbed ground is minimal, this office feels that there will be no likely impact to archeological resources. We therefore feel no cultural resource surveys are required and that the project is in compliance with Public Law 89-665 and Executive Order 11593.

Sincerely,

David G Talbot

David G. Talbot
State Historic Preservation Officer
State Historic Preservation Office

EL:ko

APPENDIX D

FEDERAL HIGHWAY ADMINISTRATION NOISE GUIDELINES

Activity Category	Design Noise Level L_{eq}	Design Noise Level L_{10}	Description of Land-Use Category
A	57 dBA (Exterior)	60 dBA (Exterior)	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officals for activities requiring special qualities of serenity and quiet.
B	67 dBA (Exterior)	70 dBA (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 dBA (Exterior)	75 dBA (Exterior)	Developed lands, properties or activities not included in Category A or B above.
D	—	—	For requirements on undeveloped lands see paragraphs 11a and c.
E	52 dBA (Interior)	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hopsitals, and auditoriums.

Source: U.S. Dept. of Transportation, Federal Highway Administration PPM 90-2, Noise Standards and Procedures, (Transmittal 205, July 28, 1976).

APPENDIX E

Projected 8-Hour Average Carbon Monoxide Concentrations

Year	Carbon Monoxide Concentration (in ppm)	
	No-Build	Build
1978	15.0	planning and construction
1979	14.7	
1980	14.2	
1981	13.5	↓
1982	12.8	
1983	12.8	12.2
1984	12.2	11.7
1985	11.7	11.2
1986	10.9	10.5
1987	10.4	10.0
1988	10.0	9.6
1989	9.7	9.4
1990	9.6	9.2
1991	9.2	8.8
1992	9.0	8.6
1993	9.1	8.3
1994	9.1	8.3
1995	9.1	8.3
1996	9.1	8.3
1997	9.1	8.3
1998	9.1	8.3
1999	9.2	8.5
2000	9.4	8.6
2001	9.5	8.7
2002	9.6	8.8

APPENDIX F

RELOCATION BENEFITS

Eligibility

It is most important to note that eligibility to receive any of the following benefits is not complete until the affected property has been purchased by the State.

General Moving Expenses

Service charges for reconnecting utilities are reimbursable, except under "Schedule Move Procedures."

Individual and Family Moving Expenses

Any individual or family displaced by a Department of Transportation project is entitled to receive a payment for reasonable expenses of moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site.

In order to obtain a moving expense payment, a displaced person must file, within 18 months after moving, a written claim with the Department of Transportation on a form provided for that purpose. In some cases, where it is to the benefit of the displaced person, a written arrangement with the Department of Transportation will allow the displaced person to present an unpaid commercial moving bill, and the Department of Transportation will make payment directly to the mover. Residential moving costs may also be claimed according to a set schedule based upon the number of rooms of furniture to be moved.

Residential Moving Schedule

Unfurnished (Relocatee owns furniture)

$ 60 (1 rm)	$180 (3 rm)
$120 (2 rm)	$240 (4 rm)

Five or more rooms - $300

Furnished (Relocatee does not own furniture)

$ 20 per room up to a maximum of $300

*From Oregon State Highway Division, Moving Because of the Highway or Pbulic Projects? (Salem: DOT, May 1978).

Mobile Home Moving Schedule (Based upon total floor area)

Amount of Payment	Square Foot Area
$ 100	Up to 200 sq. ft.
$ 200	201 sq. ft. - 600 sq. ft.
$ 300	More than 600 sq. ft.

In addition to the moving payment based on a room count or mobile home square-foot area, a dislocation allowance of $200 will be paid.

Business, Farm and Nonprofit Organization Moving Expenses

Displaced businesses, farm operations, and nonprofit organizations are entitled to receive actual reasonable moving expenses for moving personal property a distance not to exceed a 50-mile radius or to the nearest available and adequate site. The actual and reasonable cost of searching for a replacement location may be claimed up to $500 for a farm or business and up to $100 for advertising sign companies. Such payments must be supported by receipted bills or other evidence of expenses incurred.

As an alternate moving expense procedure, in the case of a self-move, the business, farm operation, or nonprofti organization may be paid an amount not to exceed the lower of two estimates secured by the Department of Transportation from compentent moving companies.

Under certain conditions, businessses, farms and non-profit organizations may receive payments for direct losses of tangible personal property resulting from the necessity to relocate.

In lieu of moving expense payments, a displaced or discontinued business or farm operation, except advertising sign owners, may, under certain conditions, elect to receive an amount equal to the average annual net earnings of the business or farm operation during the two tax years immediately preceding the year in which such business or farm operation is displaced. The payment cannot exceed $10,000 and will not be less than $2,500. Those who choose the "in-lieu" payment are not eligible for any other relocation benefit payment.

Storage of Personal Property

Occasionally, unusual circumstances may make the storrage of personal property mutually beneficial to the displaced owner and the State. The cost of such storage may qualify for a payment in addition to the actual moving expense payments.

It should be clearly understood that those dislocatees accepting the schedule or in-lieu moving expense payment are not eligible to receive the storage expense benefit. This additional benefit requires the written approval from the Department of Transportation and may not exceed twelve months.

Replacement Housing

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 180 days or more immediately prior to the initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $15,000.

The replacement housing payment is the amount, if any, when added to the amount for which the State acquired his dwelling, equals the actual cost which the owner is required to pay for a decent, safe, and sanitary replacement dwelling or the amount determined by the State as necessary to purchase a comparable dwelling, whichever is less. Also, to compensate the owner for increased interest costs, he is required to pay for financing the replacement dwelling and for the actual closing costs incidental to the purchase of replacement housing.

A displaced owner-occupant of a dwelling actually owned and occupied by the owner for 90 days or more but less than 180 days or a tenant-occupant of 90 days or more immediately prior to initiation of negotiation for such property may be eligible for additional payments, the combined total of which may not exceed $4,000. This payment is the amount necessary to make a down payment on the purchase of a replacement dwelling and to reimburse the relocatee for the actual closing costs incidental to the purchase of the replacement dwelling. Necessary deposits for taxes and insurance are not considered as closing costs. In those cases where an owner-occupant of 90 days or more but less than 180 days or the tentant-occupant of 90 days or more chooses to rent instead of purchasing a replacement dwelling, he may, under certain conditions, become eligible for a payment up to $4,000 to enable him to rent a decent, safe, and sanitary replacement dwelling.

The rent payment is the increase in rent necessary to rent a comparable dwelling for 48 months or the amount determined by the State as necessary to rent a comparable dwelling for 48 months, whichever is less.

To be eligible for these benefits, the displaced occupant must occupy a decent, safe, and sanitary replacement dwelling within one year subsequent to the required date of displacement from the dwelling unit acquired by the Department of Transportation.

Claims for housing additives and rent supplements must be made in writing on a Department of Transportation form supplied for this purpose and must be filed with the Department of Transportation no later than 18 months after the date of displacement or six months after final adjudication of a condemnation case.

Before payments for any replacement dwelling benefits can be made, the replacement dwelling must be checked by Department of Transportation personnel to ascertain that it meets the decent, safe, and sanitary standards established by the Federal Department of Transportation. We advise that this determination be made prior to making a commitment to rent or buy. It should be understood that the replacement dwelling decent, safe, and sanitary inspection that will be conducted by agency personnel is for the sole purpose of determining a relocatee's eligibility for a relocation payment.

Possession

No person lawfully occupying real property shall be required to move from his home, farm, or business location without at least 90 days written notice.

The displacee will be notified 30 or more days prior to the date the property must be vacated. The 30-day notice will not be given until the property owner has been paid for his property.

Appeals

Any relocatee who is dissatisfied with any ruling on his eligibility or claim for any relocation benefit payment shall have the right of appeal. Appeal forms can be secured from the right-of-way agent who is handling the property acquisition. The Chief Administrative Officer of the Department of Transportation has delegated his review authority to a two-member board. Appeals must be filed with the board within 90 days after the State acts on a claim or denies eligibility for a benefit.

Any person making such an appeal will be given full opportunity to be heard at an appeal hearing arranged to examine his complaint. A prompt decision will be provided giving reasons in support of the result reached. The decision by the board will be considered as final.

Right-of-Way Agen

Relocatees will be given detailed information regarding their eligiblity and possible benefits by the right-of-way agent assigned to acquire the property.

1970 RELOCATION ACT – MONETARY BENEFITS

RESIDENTIAL				BUSINESS & FARM	
Owner-occupant of 180 days or more prior to initiation of negotiations for the parcel.		**Owner-occupant of 90 days or more but less than 180 days and tenant-occupants of 90 days or more occupancy prior to initiation of negotiations for the parcel.**		**Owner-occupants and tenant-occupants entitled to same benefits. Must occupy at initiation of negotiations for the parcel.**	
Housing Additive	$15,000 maximum	Rent Supplement	$4,000 maximum	Actual reasonable moving costs	Actual
Including		Or		Or	
Costs incidental to purchase of replacement dwelling		Down payment benefit and costs incidental to purchase of replacement dwelling	$4,000 maximum	Negotiated moving cost payment not to exceed lower of two estimates secured by agency	No more than low estimate
And Including		Plus		Plus	
Increased interest cost on replacement dwelling		Actual reasonable moving costs	Actual	Tangible personal property loss due to relocation	Actual value or estimated cost to move, whichever is lower
or		Or		Plus	
Rent Supplement	$4,000 maximum	Moving costs based upon schedule	$500 maximum	Reasonable cost of search for new site	$500 maximum $100 maximum for sign companies
Plus		Or		Plus	
Actual reasonable moving costs	Actual	Storage of personal property up to twelve months, if necessary	Actual	Storage of personal property up to twelve months, when necessary	Actual
Or				Or	
Moving costs based upon schedule	$500 maximum			Payment "in lieu" of all other benefits—requires approval of agency	Average of net earnings for two years prior to year of relocation $2,500 minimum $10,000 maximum
Or					
Storage of personal property up to twelve months, when necessary	Actual				

81-734-3772

APPENDIX G:

LETTERS COMMENTING ON DRAFT NEGATIVE DECLARATION

TO Stat. Hwy Commission
State Office Building
Salem, Oregon 97310

Subject: Widening project of North East Stephens from Garden Valley to Alameda.

1. Included Gary's Pre-Hung Doors, 1611½ NE Stephens, as one of the businesses located in the affected area. Gary's Pre-Hung Doors occupies the lower, rear ¼ of Nelsen's Tire Warehouse. Access and business will be affected by project

2. Include in the impact that Nelsen's Tire Warehouse will be displaced by the widening project, because the project will take the parking lot in front of the warehouse at 1611 NE Stephens and there are no suitable alternatives. The Brooklyn right-of-way is sub-standard in width and parking along it is impossible. The parking lot in the rear of the warehouse is and has primarily been used as an unloading area for raw materials destined for Gary's Pre-Hung Doors.

3. Understand that Nelsen's Tire Warehouse will apply for reimbursement for lost revenue, expenses involved in locating a new site, expenses involved in moving inventory and those involved in moving the equipment presently installed in our warehouse, and installation of that equipment at the new site.

4. If there are any further questions please contact Carl Dehne, bus ph 672-1471, 1611 N.E. Stephens.

Carl Dehne
Mgr
Nelsen's Tire Whse

DOUGLAS
COUNTY

BOARD OF COMMISSIONERS

BILL VIAN **PAUL MAKINSON** **BRUCE LONG**

Courthouse — Roseburg, Oregon 97470 — (503) 672-3311

February 13, 1979

Mr. Alfred Shirley
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Mr. Shirley:

This letter will advise you that the Board of Commissioners of Douglas County supports the Highway Department's proposal for 4-laning N. E. Stephens from Garden Valley to Alameda Street in North Roseburg.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
OF DOUGLAS COUNTY, OREGON

Bill Vian
Bill Vian, Chairman

Bruce Long, Commissioner

Paul Makinson, Commissioner

DOUGLAS
COUNTY

BOARD OF COMMISSIONERS

BILL VIAN **PAUL MAKINSON** **BRUCE LONG**

Courthouse — Roseburg, Oregon 97470 — (503) 672-3311

January 30, 1979

Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

Re: Your letter of December 28, 1978

The individuals who will be involved in this plan feel there should be some type of an alternative. You will receive input on this on February 8, 1979, or the nearest publication date thereto. There will also be a hearing in the City Hall in Roseburg Wednesday, February 14, 1979, beginning promptly at 7:30 p.m. regarding the right-of-way in construction. Opinions and views will be accepted at this hearing, with an additional ten days allowed for further written statements or comments.

The individuals are concerned about relocating their businesses that are already established in this area, and the loss this could cause their businesses. They feel as I do, that this could be made a one-way street from Garden Valley Boulevard, out past the curve where Airport Road intersects North Stephens Street. We could have one-way traffic traveling from Garden Valley Boulevard to the point where Airport Road intersects Highway 99 North. Northbound traffic would proceed north and southbound traffic would come in on Old Highway 99, turning right on Airport Road. Airport Road would continue along the railroad tracks as it is now, and intersect with Garden Valley Boulevard. Airport Road would cross Garden Valley Boulevard, proceed along the railroad tracks, and tie in below the King's Table Restaurant on Diamond Lake Boulevard. This would take traffic coming into Roseburg on Garden Valley Boulevard, directly to Diamond Lake Boulevard, relieving congestion at the shopping centers and traffic lights.

I think it would be a lot cheaper for the State and less cumbersome to the property owners if this were a one-way street from Garden Valley Boulevard to the Airport Road-Highway 99 North intersection. There are plenty of cross-streets, so traffic going north on Garden Valley could turn onto Stewart Park Way or onto Alameda Street. With traffic flowing in this direction, a bike path and sidewalks can be added, and we'd still have four lanes of traffic. We would not need a center island for turning, as traffic turning onto Stewart Park Way would go to the far left of the road, and traffic turning onto Alameda Street would go to the far right. The two center lanes would be for through traffic. Making a center island plus bike paths and sidewalks will take more property, but if the island were eliminated, no additional property would be needed for bike paths and sidewalks. I think this would also prevent accidents caused from one car turning into the pathway of another car. We foresee North Stephens Street being quite a busy street, especially if we link Alameda Street with Rifle Range Road, coming into Diamond Lake. We have projected another street coming from Rifle Range Road and tying into Old 99 South at the Southgate Shopping Center, to help relieve traffic. But for now, the simplest solution would be to make the section of North Stephens Street to Airport Road a one-way street.

I think this plan of routing the traffic should be studied as a solution to the problem we have right now. Watching traffic in this area, the only problem I see is that the curve on Highway 99 North prior to intersecting with Airport Road would have to be widened. Making this stretch of street one-way would give us relief for 5-10 years to come, even before widening.

Public input is critical of spending taxpayers' dollars for widening this street, adding an island, bicycle paths, and sidewalks. They say we should consider a one-way street before their businesses are damaged or relocated.

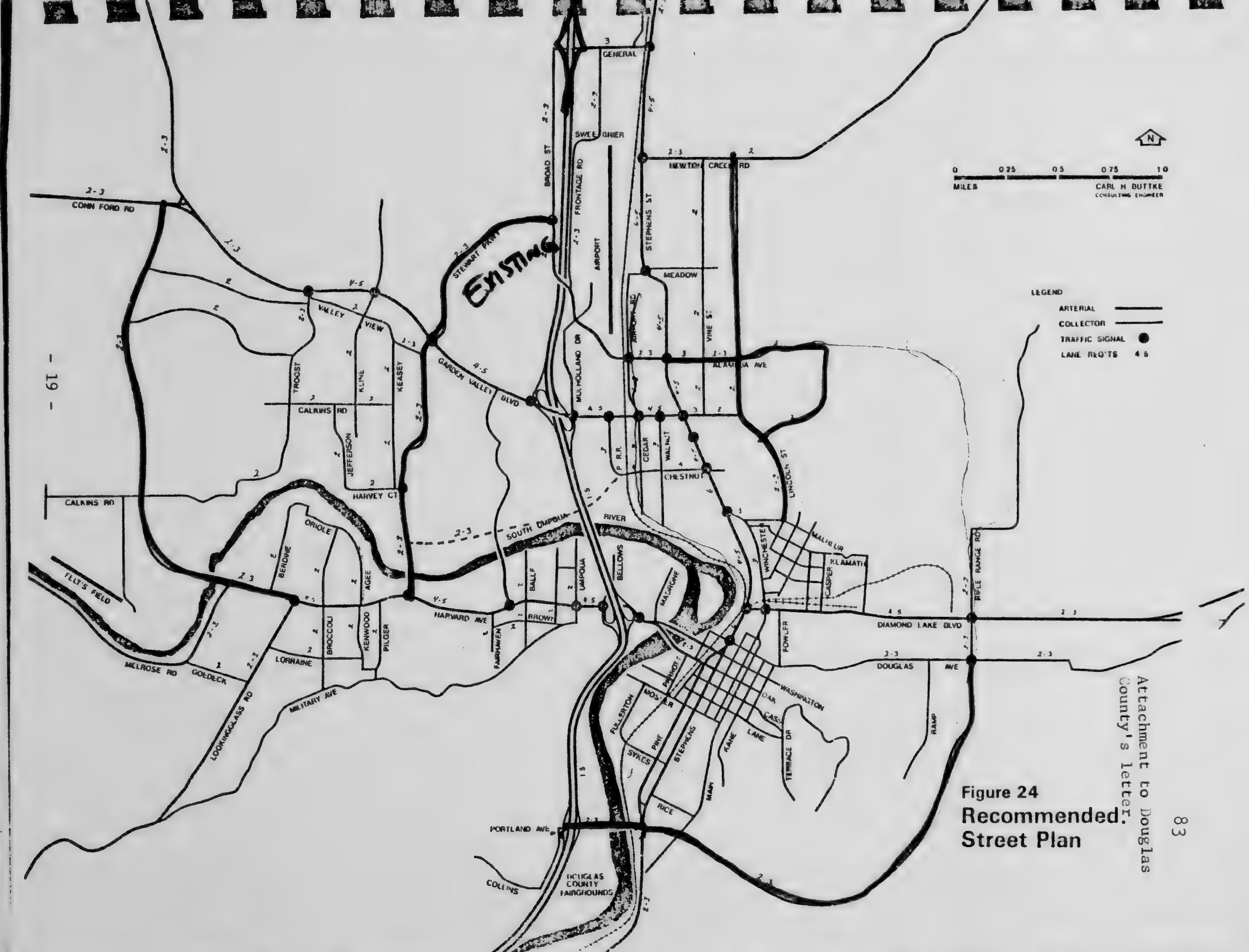
Sincerely,

BOARD OF COMMISSIONERS OF
DOUGLAS COUNTY, OREGON

Paul T Makinson

Paul T. Makinson, Commissioner

PM/tm
Attachments
cc: Water Resources
Citizen Involvement Committee


EXISTING
STEWART PKWY
CONN FORD RD
GARDEN VALLEY BLVD
VALLEY VIEW
TROOST
KLINE
KEASEY
CALKINS RD
JEFFERSON
HARVEY CT
SOUTH UMPQUA RIVER
FELT'S FIELD
ORIOLE
BERDINE
BROCCOLI
KENWOOD
AGEE
PILGER
LORRAINE
MELROSE RD
GOEDECK
LOOKINGGLASS RD
MILITARY AVE
HARVARD AVE
FAIRHAVEN
BALLF
BROWN
UMPQUA
BELLOWS
MADRONE
BROAD ST
FRONTAGE RD
AIRPORT
MULHOLLAND DR
SWEETBRIER
GENERAL
NEWTON CREEK RD
STEPHENS ST
MEADOW
AIRPORT RD
VINE ST
ALAMEDA AVE
P.R.R.
CEDAR
WALNUT
CHESTNUT
LINCOLN ST
WINCHESTER
MALHEUR
KLAMATH
CASPER
FOWLER
RIFLE RANGE RD
DIAMOND LAKE BLVD
DOUGLAS AVE
RAMP
WASHINGTON
OAK
CASS
LANE
KANE
TERRACE DR
MAIN
STEPHENS
PINE
SYKES
FULLERTON
MOSHER
PARROTT
RICE
PORTLAND AVE
COLLINS
DOUGLAS COUNTY FAIRGROUNDS
I-5
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1.0
MILES
CARL H BUTTKE
CONSULTING ENGINEER
LEGEND
ARTERIAL
COLLECTOR
TRAFFIC SIGNAL
LANE REQ'TS 4-6

Figure 24
Recommended.
Street Plan

Attachment to Douglas
County's letter.

SAFEWAY STORES, INCORPORATED

16300 S.E. Evelyn, P.O. Box 523, Clackamas, Oregon 97015

February 20, 1979

Gary A. Potter
DEPARTMENT OF TRANSPORTATION
Highway Division
Transportation Building
Salem, OR 97310

Safeway Store No. 437
1539 N. E. Stephens
Roseburg, Oregon

Dear Mr. Potter:

Your Draft Negative Declaration for the Stephens Street widening project states (p. 25) that, "Some businesses would lose parking spaces, which may result in some minor parking inconvenience....."

We note that preliminary plans indicate the removal of 178 parking spaces 21 of which would be some of the most convenient Safeway parking.

Would you please review this report and see whether or not your treatment of the loss of those cars is adequate. Specifically, it would seem to us that the loss of this many cars would result in an impact not properly described as "some minor inconvenience." In the case of Safeway, it would cause great inconvenience and put us in a competitive disadvantage and severely restrict our multi-million dollar business. It may also be true of other businesses abutting this widening project.

We would be pleased to have your additional consideration of the impact of the loss of this many cars in this short distance.

Very truly yours,

SAFEWAY STORES, INCORPORATED

JMoore

John W. Moore
Property Manager

JWM:cab

ccs: Alfred Shirley, Jr. - OSHD, Reg. 3
Paul Makinson, Chairman - Board of Commissioners
Fred E. MacRae, Vice President

1859

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 17, 1979

TO	G. L. Green, Division Administrator Federal Highway Administration
FROM	Original Signed By D. E. Swan D. E. Swan Federal Aid Engineer
SUBJECT	Study Report Item No. 70124 Project No. F-55(2) Alameda Ave.-Garden Valley Rd. Sec. Douglas County

Attached for your information is a copy of the study report with supporting documents to aid you in your evaluation to determine if the Final Negative Declaration (FND) when submitted adequately addresses the proposed location.

Upon FHWA's adoption of the FND which constitutes location/design approval, we request authorization to proceed with the portion of preliminary engineering under Project No. F-55(2) necessary to obtain PS&E approval at an estimated total cost of $4,500 with obligation of $3,860 in Federal funds.

JLG:dmc
Attachment
cc: H. S. Coulter — J. H. Versteeg
E. S. Hunter — W. J. Hart
F. E. Terpin — A. Shirley, Jr., Reg. 3
Gary Potter — John Grassman

RECEIVED
STATE HWY ENGR
MAY 18'79
REFER TO
FOR

Info	Answ	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

April 30, 1979

Donald L. Trout

FROM: Donald L. Trout
Final Project Development Coordinator

SUBJECT: N.E. Alameda Ave.-N.E.
Garden Valley Blvd.
Oakland-Shady Highway
Douglas County

TO: MEMO TO THE FILES

The sequence of events on this project are as follows:

1. March 31, 1978----Location Survey Data received in Salem.
2. August 2, 1978----Project into Final Design. The design is complete to where preliminary plans can be issued.
3. October, 1978----Hearing maps and other hearing data sent from Salem to Region office.
4. December 27, 1978----Draft Negative Declaration published. Ordinarily it would take from two to three months from the time the location data is received in Salem to publish this draft negative declaration. Other priority projects in the Environmental Section delayed the publishing of this document until this date.
5. February 14, 1979----Hearing held. A hearing can not be held until after 30 days after the draft negative declaration is published.
6. April 30, 1979----Project study report sent to Project Management.

The Final Negative Declaration is being typed at this time. It is anticipated that final approval on the project will be received from FHWA in another week or ten days.

DLT:ab

[illegible] To:

E. S. Hunter
Technical Services Engineer

April 26, 1979

Larry W. Rulien, Assistant Director
Policy and Program Development

Attached is a brief and self-explanatory report that reviews the status of the Six-Year Highway Improvement Program and changes to that program which have occurred to date.

One particularly sensitive project, the Alameda Avenue-Garden Valley Blvd. Section of the Oakland-Shady Highway in Roseburg, is apparently in danger of falling far behind schedule. This is the one project in the Roseburg area that appeared to have the total support of the community. It has a history of previous slippage; for example, in our June 1976 program it was shown for Fiscal Year 1978. I believe it important that the necessary effort be put forth to deliver this project as soon as possible.

The other general concern is the considerable increases in the costs of projects. In some instances these increases appear to be aggravated by increasing the scope of the work. The total increases to the non-interstate portion of the program is in excess of $40 million which obviously will tend to cause further project slippage.

It may be appropriate to consider state funding of some of these overlay type projects if the change in scope is to meet federal standards and if we receive the additional revenue from SJR 7. It would be appropriate to identify what projects are in this category and what our options may be.

The program would benefit if the safety type jobs were identified for at least the first two years. The next formal update of the program will probably be in the fall and it should not be difficult for Bud George to undertake sufficient advance work so that when we do update the program, we could have a good solid two years of safety projects identified.

LWR:jh
cc: F. B. Klaboe
H. S. Coulter
D. H. Moehring

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: L. W. Rulien, Assistant Director
Policy and Program Development

DATE: April 24, 1979

FROM: R. C. Blensly, Manager
Program Development and Evaluation

SUBJECT: Schedule of Contract Lettings

A review of the April 1979, "Schedule of Contract Lettings" has disclosed some changes and additions to the projects approved by the Commission in February 1978. The following comments will be limited to non-interstate projects.

Several projects are scheduled for contract letting as early as two years ahead of the original programs and some have been delayed. The only schedule change that is alarming is the two year (maybe only 13 months) delay in the project on the Alameda Ave-Garden Valley Blvd. section of the Oakland-Shady Highway. This project was programmed for 1980 in the preliminary HIP. It was advanced to 1979 in the final program at the request of Roseburg residents and with Mr. Hunter's assurance that the PE could be completed for FY 1979 contracting. Every effort should be made to honor our commitment for FY 1979 contracting.

Twenty-six projects have been added to the program (does not include those added at April 1979 Commission meeting) since its February 1978 adoption. These are largely hazard elimination and other safety type projects with low capital costs. A much better effort to identify these type projects prior to publishing the adopted HIP should be encouraged. It is easy to understand why individual projects can not be identified for the sixth year of the HIP, but it is not understandable for the first two to three years.

The most alarming feature of schedule of contract lettings is the increase in estimated cost for many projects. Because of inflated costs it is difficult to judge how many of the project cost increases are the result of changing project scopes. Over 50 projects had increases, with the estimated cost for projects (see attached table) about doubled (or more) in only 18 months. On the other hand, three projects had significant decreases in their estimated cost.

The cost changes add over $44 million to the program. This increase can not be absorbed without either additional revenue or delay in some projects. Steve Macnab has advised me that they are recommending an update of the HIP.

This update retains all projects and its fiscal integrity. However, it is necessary to delay a few projects until 1985. I have not reviewed this proposal.

The update has updated all projects to meet FHWA requirements for federal aid. This accounts for the upgrading of 7 projects from seals to overlays and 2 projects from overlays to overlays and widening. Other improvements such as structures, lanes and overlays were added to 7 projects. There is no indication of a change from the work description of the other 13 projects on the attached table.

RCB:cg
Attachments

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 28, 1979

In Reply Refer to
File No:

Mr. Howard Harris
Department of Environmental Quality
522 SW Fifth
The Yeon Building
Portland, OR 97204

RE: NE Alameda - NE Garden Valley
Oakland-Shady Hwy.
Douglas County, Oregon

Dear Mr. Harris:

We are currently working on the Final Negative Declaration for a project in Roseburg - the NE Alameda Avenue-NE Garden Valley Boulevard section of the Oakland-Shady Highway. In doing the air quality analysis, it was discovered that carbon monoxide levels in parts of Roseburg, including the project area, are above the allowable levels. However, the Build Alternative would improve air quality more than the No-Build Alternative. For this and other reasons, the Build Alternative was chosen as the preferred alternative.

Enclosed is a copy of the Draft Negative Declaration and the air quality impacts section to be included in the Final. It is concluded that the Build Alternative is, in spite of its inability to maintain air quality standards, consistent with the State Air Quality Implementation Plan. I would appreciate it if you would review this information and respond with a finding.

A response within two weeks would be greatly appreciated.

Very truly yours,

Gary A. Potter, Manager
ENVIRONMENTAL SECTION
412 Transportation Building
Salem, OR 97310

RECEIVED
TECHNICAL SERVICES
MAR 29 '79
REFER TO

FOR

Info	Invest	R/C	D/R	Sign	Act	File

GAP:KK:brl

Attachment

Form 734-[illegible]

9197

[illegible] 234

HIGHWAY DIVISION 378-6558

J. B. Boyd
Right of Way Manager

March 14, 1979

J. H. Versteeg
Road Design Engineer

Files 50483-50501
N.E. Alameda Ave.-N.E. Garden
Valley Boulevard Section
Oakland-Shady Highway
Douglas County

Attached are 19 files (31 parcels) with descriptions, an authorization, and prints for the subject project, scheduled for the first quarter, fiscal 1981.

By:

W. H. Wakerlig
R/W Description Engineer

WHW:cj
Attachments

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 2, 1979

JB Boyd

FROM: J. B. Boyd
Right of Way Manager

TO: File

SUBJECT: Handyman Hardware
Alameda-Garden Valley Road
Section
Oakland-Shady Highway

At the request of Louise Ridgeway, phone 8780, Assistant to Representative Kitzhaber, I contacted Mrs. Clarence Dodge, phone 672-5315, at her place of business in Roseburg. I explained our general problem with getting this project to contract and attempted to clear any misunderstanding she might have had as to the extent of our taking and the time frame. I indicated to Mrs. Dodge that the earliest possible time that we would be acquiring would be in May or June and the entire acquisition process would take a minimum of 12 months.

After some discussion it appeared that Mrs. Dodge was satisfied with the information that it would be impossible to tell her the effect on her property until such time as an appraisal had been made. She indicated she did not believe it necessary for Virgil Wilson or Mr. Shirley's office to contact her. I gave her my phone number and she seemed satisfied with that information.

JBB:jk

cc: Scott Coulter
Bud Shirley
Virgil Wilson

MAR - 5 '79
REFER TO
FOR
Info

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: Duane O. Christensen
Final Design Engineer

DATE: February 6, 1979

FROM: L. E. George
Traffic Engineer

NOTED
H. S. COULTER

SUBJECT: Proposed Project Extension
N.E. Alameda Avenue-N.E. Garden Valley Boulevard Section
Oakland-Shady Highway
Roseburg

As per our discussion today, February 6, 1979, it appears financially feasible to extend the subject project to include a workable transition from two to four lanes and to include a fully actuated 5 phase traffic signal at Alameda Street.

By a copy of this letter, I am asking that Region 3 submit a 20 scale base map with a suggested signal design.

Attached is a channelization plan submitted by Region and approved by this office for showing a suggested channelization design for the transition area north of Alameda Street. This should be included in the contract plans.

Also, note that an additional 5' of right-of-way will be required for this proposed extension. This should be added to the right-of-way already being acquired.

Additional right-of-way will be required in this same area for the eventual widening northerly to the Housley Avenue. The suggested 5' of right-of-way will not require the purchase outright of the transmission repair facility, the eventual widening may. The present fiscal position would not seem to warrant the total cost of acquisition at this time.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

GLC:cs

cc: H. S. Coulter
D. H. Moehring
Bruce Boyd
Alfred Shirley, Jr.

RECEIVED
STATE HWY ENGR
FEB -8 '79
REFER TO
FOR
Info Inves R/D D/R Spec Act File

234

Salem, Oregon
November 9, 1978

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Alfred Shirley, Jr.
Region 3 Engineer

NE Alameda Ave-NE Garden Valley Blvd
Oakland-Shady Highway
Douglas County

1 Versteeg ✓
Christenson
George
Olson
Terpin
Sullivan
Scott
Anderson

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ENGINEERING SECTION

Trout
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Bring Up / /
Action

We have been working on this project to determine the right of way needs. The job is scheduled for contract letting the first quarter of 1980.

The field location was developed for saving and overlaying the existing 16 foot concrete pavement and most of the A.C. pavement widening and with about 0.04'/ft. super on the 8° curve. Overlaying the old pavement forced the typical section to stay relatively high compared to the adjacent properties and the superelevation on the curve aggravated that condition even more. Brad's Lincoln-Mercury property on the high side of the curve had approximately a 4 foot fill on it.

Some recent experiences with right of way acquisitions in Burns, Sweet Home and Ashland prompted us to discuss with Rod Henry how much better off we might be if we could lower the grade and get a closer match to the adjacent properties. Rod felt the benefit would be a good deal greater than the increased surfacing cost.

We have that same feeling and have reworked the job removing the old pavement, lowering the grade, crowning the curve and attempted to match adjacent properties. We believe we will be getting the best job for the additional cost and that this will be offset by reduced right of way costs.

We are sending you:

1 copy Typical Section
1 copy Plan Sheets 3 and 4
2 copies Location detail map with slope lines

The cross-sections show minimum 2:1 slopes that we will use to base our right of way and easement needs on. Tentatively we are proposing a right of way line 3 feet back of the sidewalk (to provide for utilities) with slope easements for additional requirements. In paved areas the slope would be paved.

Please review the data and indicate whether you concur with this proposal.

FE: Fred Eriksen

March 13, 1978

Nancy A. Canon, Ph.D.
Principal, Eastwood School
2550 S. E. Waldon Street
Roseburg, OR 97470

1C. S-H

Dear Dr. Canon:

We have received your March 3 letter in which you suggested consideration of a bike path or other facility to provide a place for children to walk or ride along the Oakland-Shady Highway between the community of Winchester and Garden Valley Boulevard.

Several improvement projects are identified in the Six-Year Highway Improvement Program, which was recently approved by the Transportation Commission. A 0.4-mile section is approved between Alameda Avenue and Garden Valley Boulevard. As required by law, this improvement will include consideration of a bicycle trail and footpath. This project is programmed for Fiscal Year 1979.

If additional user funds are approved, another project between Housley Avenue and Alameda Avenue will be considered for construction in Fiscal Year 1982.

These two projects will not reach the community of Winchester, but will address a significant part of the problem.

As you may be aware, inflation and many other needs have eroded the highway construction dollar. We are finding there are barely enough dollars to take care of the basic needs of the system. Very little funding is available for improvements and expansion.

Very truly yours,

E. S. Hunter
Technical Services Engineer

bc F. B. Klaboe
Frank Terpin
J. H. Versteeg (enc.)
Bud Shirley "

GCW:mc ja

3-10

DOUGLAS COUNTY SCHOOL DISTRICT NO. 4
ROSEBURG, OREGON

ROSEBURG PUBLIC SCHOOLS

1058 W. Harvard Blvd. Roseburg, Oregon 97470 Dial (503) 672-7781

EASTWOOD ELEMENTARY SCHOOL
2550 S.E. Waldon Street - Roseburg, Oregon
Dial (503) 672-7781 Ext. 215

March 3, 1978

Glen Jackson
Oregon Highway Dept.
Transportation Building
Salem, Oregon 97310

Dear Mr. Jackson:

I am writing to encourage the improvement of the Old Highway 99 from Pioneer Way to the North Stephen's Safeway Store. On my way to work, junior high and high school students are usually standing on the shoulder of the road that is probably two feet wide. Especially during the winter months, it is very hard to see these students as you drive along the road in the dark.

Since I know there will be many other people writing you about their concern, I would encourage your committee to consider widening the road by adding a bicycle path. At the present time the shoulder of the road is to narrow for the children of the Winchester area to ride their bicycles on it.

Sincerely,

Nancy A. Canon

Nancy A. Canon, Ph.D.
Principal, Eastwood School

NAC/mk

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TECHNICAL SERVICES
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Info [illegible] K/D S/R Sign Act File
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RECEIVED
MAR 7 1978
OFFICE
DIRECTOR of TRANSPORTATION

Visit your schools - don't let a stranger teach your child

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 1, 1978

Ms. Mary Jane Dodson
PO Box 345
Winchester, OR 97495

Dear Ms. Dodson:

The Transportation Commission on February 22, 1978, approved the "Basic" program projects for highway improvements for fiscal years 1979 through 1984. The "Basic" program includes the widening of N. E. Stephens Street in Roseburg from N. E. Garden Valley Boulevard to N. E. Alameda Avenue.

This project will be let to contract during the 1979 fiscal year. The Preliminary Six Year Highway Improvement Program, September 1977, had this project scheduled for 1980. The Commission has been able to respond to the requests made at the November 10, 1977 public meeting in Roseburg by advancing this project one year.

The Commission also confirmed their intent to approve all the projects in the "Additional Revenue" program, if the voters support the fuel tax and vehicle registration fee increases at polls in May and November 1978. This program includes the widening of N. E. Stephens Street from N. E. Alameda Avenue to N. E. Housley Avenue. This project will be let to contract in the 1982 fiscal year, if the voters provide the additional revenue.

Thank you for your letter of February 8, 1978, in support of the improvement in N. E. Stephens Street.

Sincerely,

[illegible] Dulin, Assistant Director
Policy and Program Development

bc: **Robert A. Burco**
H. S. Coulter
F. B. Klaboe
Alfred Shirley

NOTED
F. B. KLABOE

February 8, 1978

Mr. Glen Jackson, Chairman
State Department of Transportation
Transportation Building
Salem, OR 97301

Dear Mr. Jackson,

This letter is a follow-up to my telephone call to your office in early December, regarding my concern over the dangerous condition of N. E. Stephens Street (Highway 99) in Roseburg, Oregon.

We are residents of Winchester, Oregon, and have three children attending Winchester Elementary School and one child attending Jo Lane Junior High in Roseburg. All four of our children travel N. E. Stephens Street to get to and from school. Children all along N. E. Stephens are either walking, riding bicycles or waiting for school buses. This street has absolutely no provision for pedestrian traffic!

I would like to point out that there have been great increases in the number of houses and apartments built in this area using N. E. Stephens. The placement of Umpqua Community College also has added to the traffic on N. E. Stephens. Several new business's have also been added which creates a very large number of cars using N. E. Stephens all hours of the day.

I urge you to put improvement of N. E. Stephens Street from Alameda to the I 5 Interchange in highest priority. These improvements should begin no later than 1979 regardless of the gas tax passage.
N. E. Stephens street is a tragedy waiting to happen.
Please help us.

Sincerely,

Mary Jane Dodson

Mary Jane Dodson
P. O. Box 345
Winchester, Oregon 97495

DOT

FEB

FOR

Info | Inves

RECEIVED
FEB 13 1978
OFFICE
DIRECTOR of TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 1, 1978

Kenneth and Laura Sisco
2742 N. E. Newton Cr. Rd.
Roseburg, OR 97470

Dear Mr. and Mrs. Sisco:

The Transportation Commission on February 22, 1978, approved the "Basic" program projects for highway improvements for fiscal years 1979 through 1984. The "Basic" program includes the widening of N. E. Stephens Street in Roseburg from N. E. Garden Valley Boulevard to N. E. Alameda Avenue.

This project will be let to contract during the 1979 fiscal year. The Preliminary Six Year Highway Improvement Program, September 1977, had this project scheduled for 1980. The Commission has been able to respond to the requests made at the November 10, 1977 public meeting in Roseburg by advancing this project one year.

The Commission also confirmed their intent to approve all the projects in the "Additional Revenue" program, if the voters support the fuel tax and vehicle registration fee increases at polls in May and November 1978. This program includes the widening of N. E. Stephens Street from N. E. Alameda Avenue to N. E. Housley Avenue. This project will be let to contract in the 1982 fiscal year, if the voters provide the additional revenue.

Thank you for your letter of February 14, 1978, in support of the improvement in N. E. Stephens Street.

Sincerely,

L. W. Rulien, Assistant Director
Policy and Program Development

bc: **Robert A. Burco**
H. S. Coulter
F. B. Klaboe
Alfred Shirley

NOTED
F. B. KLABOE

Feb. [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] change [illegible] 1977.

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Sincerely yours

[illegible]

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OFFICE
DIRECTOR of TRANSPORTATION

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OREGON TRANSPORTATION COMMISSION

OFFICE OF GLENN L. JACKSON • c/o Pacific Power and Light Co. • Medford, Oregon • 97501

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
ROBERT L. MITCHELL, Secretary
Portland
TOM WALSH, Member
Portland
B. GORDON COLEMAN, Member
Eugene
MICHAEL P. HOLLERN, Member
Bend

February 15, 1978

Mr. and Mrs. William York
225 Fairacres Lane
Roseburg, OR 97470

Dear Mr. and Mrs. York:

In answer to your letter of February 10, the N. E. Stephens Street/Highway 99 project referred to is included in our over-all reconstruction package which is dependent upon the outcome of the measure which will be voted on at the May and November elections.

We are very conscience of your problem, along with many others of like nature in the State, the solution of which is dependent on availability of funds. However, we are very hopeful that the outcome of the election will provide the means to immediately reconstruct this section of Highway 99.

Sincerely,

GLJ:ll

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FEB 17 1978
OFFICE
DIRECTOR . TRANSPORTATION

225 Fairacres Lane,
Roseburg,
Or. 97470.

10th. February 1978

Mr. Glen Jackson,
State Dept. of Transportation,
Transportation Building,
Salem, Or. 97301.

Dear Sir,

Our Children attend Winchester Grade School. Every day, twice a day, they have to negotiate the dangers of N.E. Stephens St. (Hwy. 99), running between Roseburg and Winchester.

So far we have accepted the ever present peril to which our children are exposed on their way to and from school, assuming that you were concerned for the lives of children and would be taking steps to remedy the situation.

We now learn that you have no plans for the satisfactory improvement of N.E. Stephens and that the hundreds of schoolchildren using this road must continue at risk. Apparently our assumption of your concern is erroneous.

Sir, we, and every parent with children attending Winchester School, shall make every constitutional effort to ensure that early improvements are initiated to N.E. Stephens. The lives of our children cannot continue to be subjects of official indifference.

Yours faithfully,

P. York

William and Petrina York.

c.c. Winchester School Booster Club/PTA.

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: F. B. Klaboe
Chief of Operations

DATE: February 8, 1978

FROM: R. C. Blensly
Manager, Program Development

SUBJECT: Letters from Roseburg and Lincoln City

The requests from the Roseburg and Lincoln City areas are being considered action in the revision of our preliminary 'A' Program.

RCB:bp
cc: Robert A. Burco
L. W. Rulien

NOTED
F. B. KLABOE

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FOR

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DOUGLAS COUNTY SCHOOL DISTRICT NO. 4
ROSEBURG, OREGON

ROSEBURG PUBLIC SCHOOLS

1419 Valley View Drive Roseburg, Oregon 97470 Dial (503) 672-7781

Office of the Superintendent

January 9, 1978

Mr. Glen Jackson
State Department of Transportation
Transportation Building
Salem, OR 97301

Dear Mr. Jackson:

School Boards have many responsibilities and duties regarding children in their districts, among these is the safety of our children.

I am particularly concerned about the section of Highway 99 also called N.E. Stephens. Our district has many students that walk or bicycle this road to get to Winchester Elementary School. The narrowness of the road, lack of shoulders, and deep ditches combined with extremely heavy traffic make immediate improvement of this roadway imperative.

As a member of a public body, I appreciate your problems with funding, yet circumstances change priorities. In this instance, this section of Highway 99 deserves an immediate advance to the top of the Board of Transportation's list of priorities.

If you need any further information from our district, we will be pleased to submit it.

Sincerely,

Caryl D. Northam

Caryl D. Northam
Chairman of the Board
Douglas County School District No. 4
317 W. Hazel
Roseburg, OR 97470

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JAN 11 1978
OFFICE
DIRECTOR of TRANSPORTATION

CDN/eb

Everything's better in Douglas County

bc: Mr. Robert A. Burco

OREGON TRANSPORTATION COMMISSION

OFFICE OF GLENN L. JACKSON • c/o Pacific Power and Light Co. • Medford, Oregon • 97501

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
ROBERT L. MITCHELL, Secretary
Portland
TOM WALSH, Member
Portland
B. GORDON COLEMAN, Member
Eugene
MICHAEL P. HOLLERN, Member
Bend

January 9, 1978

Mr. Edward G. Molloy
North Roseburg Rotary Club
3100 N. E. Stephens
Roseburg, OR 97470

Dear Mr. Molloy:

I have your letter of January 3 relative to Highway 99 North of Roseburg. I can understand your concern as I have been over the road in question on a number of occasions. Had it not been for the erosion of our available funds due to rising costs, we would have been able to at least start on the project during the coming year. As it now stands, the small section between N. E. Alameda Avenue to N. E. Garden Valley Boulevard involving some 4/10 of a mile will be constructed in 1980. The 1 2/10 miles from N. E. Housley to N. E. Alameda is scheduled for 1982 depending upon the passage of the revenue measures which will be submitted to the voters this year.

Even though the money were available today, the preparation of the environmental impact statement, public hearings, right-of-way acquisition and other miscellaneous requirements would take from three to four years to complete.

The $2,000,000 project referred to in Eastern Oregon has been on the schedule for the last 15 years to my knowledge and was approved as a necessary improvement to serve a rather large area, bearing in mind the type of traffic rather than the number of vehicles per day.

We certainly will do everything we can to speed up the improvement of Highway 99 depending upon the availability of funds.

Sincerely yours,

RECEIVED
JAN 10 1978
OFFICE
DIRECTOR of TRANSPORTATION

GLJ:ll

cc: The Honorable Robert W. Straub
The Honorable George Wingard

H

1982.

1.2 miles from [illegible]

NE [illegible] to NE #1.5

A.

B.

NE alameda ave to NE Garden Valley

+/10 mile – 400,000 – 1980 – 79

B.

RECEIVED
JAN 9 1977
OFFICE OF
Glenn L. Jackson

North Roseburg Rotary Club
3100 N. E. Stephens
Roseburg, Oregon 97470
January 3, 1978

Mr. Glenn Jackson, Chairman
STATE HIGHWAY COMMISSION
c/o Pacific Power and Light
920 S. W. 6th Avenue
Portland, Oregon 97204

Gentlemen:

We, the undersigned members of the North Roseburg Rotary Club of Roseburg, Oregon, being duly concerned about the public safety of the citizens of our area, are sending you this letter regarding Highway 99 North or Northeast Stephens St., in Roseburg.

This stretch of road from Garden Valley Boulevard to Winchester has been slated to be improved in the last three highway plans, and has been postponed each time. It is high priority for local government, but continues to be shoved into the future by the State.

The road carries 15,600 vehicles per day. It is narrow, flanked by open ditches, has no room for pedestrians or bicycles and has a 9.54 accident rate per million miles. In fact, this stretch of road is high in all eleven criteria set by the State Highway Department for immediate improvement action.

We question the priorities of the Department of Transportation when two million dollars are being spent on grading and paving a road in Eastern Oregon which carries 350 vehicles per day, when Highway 99 North would cost 1.5 million dollars or less than two hundred thousand dollars in State funds to do the most hazardous section.

We are acting out of frustration and bewilderment and do not understand the priorities when the safety of our children and the Community's welfare is at stake.

Bh M

We submit that the Highway Commission should take immediate action and consider the improvement to Highway 99 North, as stated above, be completed within the next two years.

Sincerely,

NORTH ROSEBURG ROTARY CLUB

By: Edward J. Molloy

PJ/n

cc: Governor Robert Straub
Robert Burco, Director O.D.O.T.
Senator George Wingard, Chairman
Transportation Task Force

Ron Culbertson

William R. Ready

Rodger E Busse

Clifford Kennerly

David A. Emmett

George J Randolph

L. R. RUCHHABER + Assoc.

Foster + MARSHALL, Inc

North Roseburg Rotary Club
3100 N. E. Stephens
Roseburg, Oregon 97470
January 3, 1978

Mr. Glenn Jackson, Chairman
STATE HIGHWAY COMMISSION
c/o Pacific Power and Light
920 S. W. 6th Avenue
Portland, Oregon 97204

Gentlemen:

We, the undersigned members of the North Roseburg Rotary Club of Roseburg, Oregon, being duly concerned about the public safety of the citizens of our area, are sending you this letter regarding Highway 99 North or Northeast Stephens St., in Roseburg.

This stretch of road from Garden Valley Boulevard to Winchester has been slated to be improved in the last three highway plans, and has been postponed each time. It is high priority for local government, but continues to be shoved into the future by the State.

The road carries 15,600 vehicles per day. It is narrow, flanked by open ditches, has no room for pedestrians or bicycles and has a 9.34 accident rate per million miles. In fact, this stretch of road is high in all eleven criteria set by the State Highway Department for immediate improvement action.

We question the priorities of the Department of Transportation when two million dollars are being spent on grading and paving a road in Eastern Oregon which carries 350 vehicles per day, when Highway 99 North would cost 1.5 million dollars or less than two hundred thousand dollars in State funds to do the most hazardous section.

We are acting out of frustration and bewilderment and do not understand the priorities when the safety of our children and the Community's welfare is at stake.

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OFFICE
DIRECTOR of TRANSPORTATION

Page 1 of two pages

We submit that the Highway Commission should take immediate action and consider the improvement to Highway 99 North, as stated above, be completed within the next two years.

Sincerely,

NORTH ROSEBURG ROTARY CLUB

By: Edward J. Molloy

PJ/n

cc: Governor Robert Straub
Robert Burco, Director O.D.O.T.
Senator George Wingard, Chairman
Transportation Task Force

David A. Emmett

Ron Culbertson

William R. Roaby

Rodger E. Busse

Scott G. Bendy D.V.M

L.R. Ruchaber + Assc
Foster + Marshall, Inc

George J Randolph

Clifford Kennedy

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 30, 1977

Dr. and Mrs. Victor Vilk
Rt. 4, Box 1443-A-1
Roseburg, OR 97470

Dear Mr. and Mrs. Vilk:

Thank you for your letters of December 16, 1977 expressing your concern about proposed improvements on Northeast Stephens Street.

The Transportation Commission is in the process of analyzing the results of 39 public meetings held around the state to determine the allocation of available funds for highway improvements over the next six years.

The improvements of this section of highway are among the many projects that are being considered for inclusion and earlier contracting in the Six Year Highway Improvement Program.

Sincerely,

L. W. Rulien, Assistant Director
Policy and Program Development

bc: Robert A. Burco
H. S. Coulter
F. B. Klaboe
D. H. Moehring
Alfred Shirley

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FOR
Info Inves K/D J/R Sign Act File

ROSEBURG RADIOLOGISTS, P.C.
511 WEST UMPQUA STREET
ROSEBURG, OREGON 97470

PHYSICIANS AND SURGEONS - RADIOLOGY:
J. ARCH COLBRUNN, M.D.
VICTOR J. VILK, M.D.
JERRY G. WARREN, M.D.
AL MORLANG, M.D.

December 16, 1977

Mr. Glen Jackson, Chairman
State Department of Transportation
Transportation Building
Salem, Oregon 97301

Dear Mr. Jackson,

This letter is in reference to a proposed improvement of N. E. Stephens Street (Highway 99).

Up until four years ago my family lived in that area. N. E. Stephens was a hazardous route to travel due to the heavy volume of traffic and a narrow two-lane highway that had no shoulders and was paralleled on both sides by rather deep ditches throughout most of its length. There were many times I encountered either an accident or a vehicle in a ditch on my way to or from work.

The worst part, however, was the extreme lack of safety to the numerous children who were compelled to walk or ride their bicycles on this road. Without sidewalks, shoulders or bicycle paths this places the children out into the heavily congested traffic lanes making the situation much worse.

While we no longer live in that neighborhood I feel it is of vital importance to correct a condition that has been bad for at least ten years and is only getting worse.

I urge you to please give top priority consideration to the improvement of N. E. Stephens (Highway 99) in Roseburg.

Sincerely yours,

Victor J. Vilk, M.D.

VJV:cam

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Rt.4, Box 1443-A-1
Roseburg, Oregon 97470
December 16, 1977

Mr. Glen Jackson, Chairman
State Department of Transportation
Transportation Building
Salem, Oregon 97301

Dear Mr. Jackson:

I am writing to you concerning NE Stephens Street (highway 99) between Garden Valley Blvd. in Roseburg and the Winchester area.

As a former resident of that section of Roseburg I cann assure you that I was alarmed over the narrow condition of the road, lack of shoulders and deep ditches along the road.

I was apprehensive when my children used the road or, for that matter, when I had to drive on Stephens. It has been four years since we moved from the area and nothing has been done to correct the situation though there was talk of remedying the problem at that time. Even now when traveling from my home in West Roseburg to the Winchester area I use I-5 rather than face the congested traffic on an inferior thoroughfare.

As Chairman of the School District #4 Parent-Teacher Coordinating Council I am also aware of the extreme concern of parents in that area regarding children and school buses that travel the road.

I appreciate the fact that your deparment has other problems with which to contend throughout the state. However, I feel that this situation warrants top priority for improvement.

Sincerely yours,

Marjorie F. Vilk

Marjorie F. Vilk (Mrs. Victor)

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OREGON TRANSPORTATION COMMISSION

OFFICE OF GLENN L. JACKSON • c/o Pacific Power and Light Co. • Medford, Oregon • 97501

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
ROBERT L. MITCHELL, Secretary
Portland
TOM WALSH, Member
Portland
B. GORDON COLEMAN, Member
Eugene
MICHAEL P. HOLLERN, Member
Bend

December 21, 1977

Mrs. Marlin H. Cox
P. O. Box 394
Roseburg, OR 97470

Dear Mrs. Cox:

This will acknowledge receipt of your letter with the attached petitions covering your request for improvement of Highway 99. This matter has been under investigation by the Department and was placed on the six-year plan; however, the schedule for construction was somewhat extended.

We are at the present time reviewing the six-year plan in an attempt to find a way and means of offering a better package to the public for their consideration prior to the May Primary and the General Election in November when they vote on the increase of gas tax and license fees.

We will make every attempt to speed up the two projects involving the reconstruction of Highway 99 in the Roseburg area.

Sincerely,

GLJ:11

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DEC 22 1977
OFFICE
DIRECTOR of TRANSPORTATION

P. O. Box 394
Roseburg, Oregon 97470
November 18, 1977

RECEIVED
NOV 23 1977
OFFICE OF
Glenn L. Jackson

Mr. Glen Jackson, Chairman
State Department of Transportation
Care of Pacific Power and Light
P. O. Box 1148
Medford, Oregon 97501

Dear Mr. Jackson:

Enclosed please find copies of petitions that were presented at the State Highway Department hearing held in Roseburg on November 10, 1977. Also enclosed is a letter from Mr. K. J. Speedie entered as written testimony at that hearing, and a letter from Mr. Robert Keady.

We feel that Highway 99 or N. E. Stephens Street should be at the top of the priority list especially since it has been dropped from your plans on previous occasions. This is a very heavily traveled street and is very dangerous. It is a narrow, two lane road with deep ditches on each side in many places. There are no shoulders for a person, a car or other vehicle to get out on to let an emergency vehicle through the traffic nor to avoid accidents. The road is extremely hazardous for school children waiting for busses.

We appreciate the fact that your department has a tremendous burden in the distribution of the highway funds across our state. However, we feel that since N. E. Stepehsn Street (Highway 99) is more heavily traveled than I-5 in the Roseburg area that our request for improvement should be given top priority.

Thank you very much for your consideration.

Sincerely yours,

Fernne Cox

Fernne Cox (Mrs. Marlin H.)

Copies of the enclosed to:

Governor Robert Straub
Senator Jason Boe
Representatives Al Shaw and Bill Markham
Mr. Alfred Sherley, Regional Engineer

DOUGLAS COUNTY SCHOOL DISTRICT NO. 4
ROSEBURG, OREGON

ROSEBURG PUBLIC SCHOOLS

1419 Valley View Drive
Roseburg, Oregon 97470
Dial (503) 672-7781

WINCHESTER ELEMENTARY SCHOOL
P.O. Box 778 - Pioneer Way, Winchester, Or 97495
Dial (503) 672-7781 ext. 270

November 16, 1977

TO WHOM IT MAY CONCERN:

The conditions existing on "North" Stephens Street or "Old Highway 99", as it is sometimes called, are extremely dangerous. The volume of traffic using this arterial is altogether too much for a two lane highway.

As principal of Winchester Elementary School and one who travels this street, it is my opinion that the State Department of Transportation should place top priority on widening this street from two to four lanes before someone else is killed on it. School buses and children are constantly traveling this street and from a safety standpoint, the street is neither controlled well enough by lights or wide enough for half the traffic now using it.

Please give this project the priority it rightfully deserves and save a child's life.

Sincerely,

Robert Keady

Robert Keady, Principal
Winchester Elementary School

DOUGLAS COUNTY SCHOOL DISTRICT NO. 4
ROSEBURG, OREGON

ROSEBURG PUBLIC SCHOOLS

1419 Valley View Drive Roseburg, Oregon 97470 Dial (503) 672-7781

Office of Special Programs

DATE: NOVEMBER 10, 1977

TO: STATE HIGHWAY COMMISSION

FROM: K. J. SPEEDIE, DIRECTOR OF SPECIAL PROGRAMS,
ROSEBURG PUBLIC SCHOOLS

SUBJECT: IMPROVEMENT OF NORTH STEPHENS STREET

AS FORMER PRINCIPAL OF WINCHESTER ELEMENTARY SCHOOL, I HAVE BEEN ACUTELY AWARE OF THE SERIOUS HAZARDS THAT EXIST ON NORTH STEPHENS STREET, NAMELY:

1. THE EXCEEDINGLY HEAVY VOLUME OF TRAFFIC, ESPECIALLY IN THE NEWTON CREEK AREA.
2. THE NARROWNESS OF THE HIGHWAY, THE LACK OF ADEQUATE SHOULDERS, AND IN MANY PLACES THE DEEP DITCHES ALONG THE ROADWAY.
3. THE DANGEROUS INTERSECTIONS WITHOUT ADEQUATE SIGNALS TO CONTROL THE FLOW OF TRAFFIC.
4. THE LACK OF PEDESTRIAN WALKWAYS OR BIKEWAYS.

I HAVE BEEN ESPECIALLY CONCERNED ABOUT THE HAZARDS TO CHILDREN WHO HAVE TO WALK ALONG THE SIDE OF THE HIGHWAY TO GET TO THEIR BUS STOP OR WHO ARE WALKING OR RIDING BICYCLES TO SCHOOL. ANOTHER CONCERN HAS BEEN THE HAZARDOUS CONDITIONS THAT SCHOOL BUSES HAVE TO CONTEND WITH, I.E., LACK OF SHOULDERS, DEEP DITCHES, HEAVY LOG TRUCK TRAFFIC, ETC.

A FEW YEARS BACK A YOUNG GIRL WAS KILLED IN THE LOG CABIN AREA. THE RESIDENTS OF THAT AREA AND OUR SCHOOL P.T.A. HAD BEEN SEEKING WALKING AREAS AND CAUTION LIGHTS AS WELL AS FILLING OF THE DITCHES FOR A YEAR PRIOR TO THIS ACCIDENT. IT TOOK US ANOTHER YEAR OR SO TO GET A LIGHT AND SHORT STRETCH OF WALKWAY INSTALLED.

I FERVENTLY HOPE THAT IMPROVEMENTS ON THIS HIGHWAY CAN BE EXPEDITED BEFORE ADDITIONAL INJURIES OR DEATHS OCCUR ON THIS HEAVILY TRAVELED AND HAZARDOUS STREET.

KJS/ho

PETITION FOR IMPROVEMENT OF N. E. STEPHENS STREET
(Highway 99)

We, the undersigned, feel that the improvement of Highway 99 (N. E. Stephens Street) should be at the top of the priority list of the State Highway Department. This improvement has been promised but has now been set back until 1982 IF funds are available at that time. We feel that this dangerous thoroughfare should be widened, the ditches culverted and filled between Alameda and the I-5 interchange at Winchester. We resent the millions of dollars of state highway funds that are being spent on I-5, expensive nationwide advertising of tourism, and state park projects while this dangerous condition on N. E. Stephens Street exists.

NAME	ADDRESS
1 Mr. [illegible] Cochran	1294 N.E. Ridge Ave. Roseburg Oregon 97470
2 Mrs Vivian Cochran	" " " " "
3 Doris G. [illegible]	601 N.E. Housley Rsbg "
4 [illegible]	601 NE Housley Rsbg " "
5 [illegible] R. [illegible]	1371 NE Ridge Rsbg OR 97470
6 Mike [illegible]	1273 NE Ridge Rsbg
7 Sylvia J. Hendrickson	1273 N.E. Ridge Rsbg
8 [illegible] Leggett	1233 NE Ridge Rsbg
9 Bonnie Dolls	1233 N.E Ridge Rsbg
10 [illegible]	" " " "
11 [illegible]	1442 N.E. Alameda Rsbg OR 97470
12 [illegible]	" " " "
13 [illegible]	232 N.E. Ridge Rsbg Oregon 97470
14 [illegible]	Rt 4 Box 36 [illegible] Rsbg ORE 97470
15 [illegible] Beckley	1234 N.E. Ridge Rsbg Ore 97470
16 [illegible]	3040 SW Burdette Rsbg Ore 97470
17 Carol Fenner	1444 Ridge Rsbg Ore 97470
18 [illegible] Fenner	1444 Ridge Rsbg Ore 97470
19 [illegible]	1474 NE Ridge Rsbg OR 97470
20 [illegible] Rupprecht	1494 NE Ridge Roseburg OR 97470
21 Shirley Rupprecht	" " " " " "
22 [illegible]	1504 NE Ridge " " "
23 [illegible]	1504 NE Ridge Roseburg OR 97470
24 [illegible]	3024 [illegible] Roseburg
25 [illegible] O'Neal	1472 N. [illegible] Creek Rd " "
26 Joanne O'Neal	1472 [illegible] Creek Rd " "
27 [illegible]	1432 Newton Cr Rd " "
28 [illegible]	1432 Newton Cr Rd " "
29 [illegible]	1502 NE Newton Creek Rd Roseburg Oreg
30 [illegible]	1502 NE Newton Creek Rd
31 [illegible]	[illegible] Rbg
32 [illegible]	[illegible] NE Ridge Rsbg OR 97470
33 Emily R. [illegible]	1252 NE Ridge Rsbg OR 97470

December 13, 1977

Mr. David B. Block
1253 N. E. Ridge
Roseburg, OR 97470

Dear Mr. Block:

We are aware of the need for improvement of N. E. Stephens Street in Roseburg.

The Transportation Commission is in the process of analyzing the results of the series of 39 public meetings held around the state to determine the allocation of available funds for highway improvements in the next six years.

The improvement of this section of highway is among those under consideration.

Sincerely,
ORIGINAL SIGNED BY
L. W. RULIEN
L. W. Rulien
Ass't Director for
Transportation Policy
and Program Development

MH:jmy
bc: S. Coulter
F. Klaboe
D. Moehring
A. Shirley

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FOR

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December 2, 19

Dear Chairman Jackson,

I am writing this letter to urge realignment and widening of North East Stephens street in the Roseburg area.

I first moved to the North Roseburg Area in 1966 and my family has since been using N. E. Stephens street many times a day.

At that time, there was comparatively little traffic, but N. E. Stephens street was not, then, safely adequate, what with only two lanes and for the most part, no shoulders, with deep ditches on both sides.

This situation has not changed appreciably in the last almost twelve years, during which time traffic has surely increased twenty-fold at the least.

In 1972 I moved my auto sales and repair business to 2492 N. E. Stephens, so I have been a first hand, twelve hour a day witness.

&

to this traffic build up, and I can sincerely state that there is at least one "fender bender" within earshot every day.

Now we have several multi-family dwellings built, being built, or in the planning stage to add to our traffic woes, not to mention two new car dealerships.

I believe North Stephens Street should be triple A on the State Highway Departments priority list

Yours truly

David B. Block
1253 N.E. Ridge
Roseburg, Oregon 97470

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DEC 5 1977
OFFICE
DIRECTOR of TRANSPORTATION

December 6, 1977

Mr. Murl W. Anderson
Superintendent
Roseburg Public Schools
1419 Valley View Drive
Roseburg, OR 97470

Dear Mr. Anderson:

We are aware of the need for improvement of N.E. Stephens Street in Roseburg.

The Transportation Commission is in the process of analyzing the results of the series of 39 public meetings held around the state to determine the allocation of available funds for highway improvements in the next six years.

The improvement of this section of highway is among those under consideration.

Sincerely,

H. S. Coulter
State Highway Engineer

AS:cw ia

bc F. B. Klaboe
Alfred Shirley, Jr.
L. W. Rulien
D. H. Moehring

ROSEBURG PUBLIC SCHOOLS

1419 Valley View Drive Roseburg, Oregon 97470 Dial (503) 672-7781

Office of the Superintendent

November 28, 1977

Mr. Glen Jackson, Chairman
State Department of Transportation
Transportation Building
Salem, OR 97301

Dear Mr. Jackson:

As you are aware, Northeast Stephens Street (Highway 99) between Roseburg and Winchester is in due need of improvement.

We in the school district are becoming increasingly alarmed over the hazardous conditions that exist relative to school children and school bus traffic. The highway has an extremely heavy volume of traffic, especially in the Newton Creek area. The two-lane highway is narrow, lacks shoulders, and in many places has deep ditches with abrupt banks along both sides.

Of major concern is the matter of safety to the school children. There are no sidewalks, bikeways, or even shoulders for the children. A stopped school bus causes immediate congestion and traffic snarls.

I know the burden that your office carries in attempting to meet the highway needs throughout Oregon. Let me assure you that the subject of this letter, Highway 99 between Roseburg and Winchester, needs immediate improvement.

Please feel free to call me if I can provide any additional information.

Sincerely,

Murl W Anderson

Murl W. Anderson
Superintendent

MWA/eb

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RECEIVED
1977
OFFICE
DIRECTOR of TRANSPORTATION

Everything's better in Douglas County

Visit your schools - don't let a stranger teach your child

O. Duane Caldwell
Senior Account Agent
1005 S. E. Washington Street
Roseburg, Ore. 97470

United States 13c

Glen Jackson
State Dept. of Transportation
Salem, Ore. 97301

From
Duane Caldwell

Mr. Jackson;

I have enclosed a clipping out the local paper that states my views also. I urge you to move the improvement of N.E. Stephens St. in Roseburg Ore. to the head of the list on things to come.

Thank you
Duane Caldwell
2732 N.E. [illegible] Cr. Rd. Rbg. Ore.

Highest priority

I am writing this letter to urge realignment and widening of Northeast Stephens Street in the Roseburg area.

I first moved to the North Roseburg area in 1966. My family has been using N.E. Stephens many times a day since that date.

At that time there was comparatively little traffic, but N.E. Stephens St., even then, was not safely adequate, what with only two lanes and, for the most part, no shoulders with deep ditches on both sides.

This situation has not changed appreciably in the last almost 12 years, during which time traffic surely has increased twentyfold at the least.

In 1972, I moved my auto sales and repair business to 2492 N.E. Stephens so I have been a first-hand, 12-hour-a-day witness to this traffic build-up. I can sincerely say that there is at least one "fender bender" within earshot every day.

Now we have several multi-family dwelling units built, being built, or in the planning stage to add to our traffic woes, not to mention two new car dealerships.

I believe North Stephens Street should be "Triple-A" on the State Highway Department's priority list.

David B. Block
1253 N.E. Ridge
Roseburg

NOTED
F. D. KLABOE

RECEIVED
DOT OPERATIONS
DEC 15 '77
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act ✓
File

December 13, 1977

Mr. William L. Simpson
1250 N. E. Ridge
Roseburg, OR 97470

Dear Mr. Simpson:

We are aware of the need for improvement of N. E. Stephens Street in Roseburg.

The Transportation Commission is in the process of analyzing the results of the series of 39 public meetings held around the state to determine the allocation of available funds for highway improvements in the next six years.

The improvement of this section of highway is among those under consideration.

Sincerely,
ORIGINAL SIGNED BY
L. W. RULIEN

L. W. Rulien
Ass't Director for
Transportation Policy
and Program Development

NH:jmy
bc: S. Coulter
F. Klaboe
D. Moehring
A. Shirley

RECEIVED
DOT OPERATIONS
DEC 13 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Trading Post For Buyer & Seller

BILL SIMPSON

REALTY

544 S.E. Main St. Roseburg, Oregon 97470
Phone
(503)672-7074 or 673-7451

RECEIVED
DOT OPERATIONS
NOV 30 '77
REFER TO
Rulien
FOR

Mr. Glenn Jackson
Chairman-State Dept. of Transportation
Transportation Building
Salem, Oregon 97301

Dear Mr. Jackson;

This letter is written to ask your assistance and to call your attention to the urgent need to widen N.E. Stephens St. (Hywy 99), north of Roseburg, Douglas Co. Oregon. This project is badly needed now for safety reasons. I have personally suffered material loss but luckily survived physically in two different auto accidents. Your consideration in this project would be greatly appreciated.

RECEIVED
DEC 1 1977

Sincerely,

William L. Simpson
William L. Simpson
1250 N.E. Ridge
Roseburg, Or 97470

RECEIVED

WLS/ld

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 8, 1977

FILE:

FROM: J. H. Versteeg
Head of Engineering

SUBJECT: Status of Selected Projects not Scheduled for Hearing

TO: E. S. Hunter
Technical Services Engineer

Six of the seven projects listed below are not on the current hearing schedule.

1. Division St.-Trade St. (Front St.) — PSEDOC 7 May 80
   Willamina-Salem Highway — Not programmed

   Combination hearing required.
   COG preparing draft EIS that will not be complete until February 1978.

2. Cannon Beach Junction — Prog. A (1980), B (1980)
   Oregon Coast Highway — 4-year Program 1980

   Combination hearing required.
   Project shelved - have several plans - must decide which plan and how much to spend - question of downscoping - might not need hearing depending on answers to above - project category must be determined, etc.

3. Lancaster Drive-Walker Road — PSEDOC 7 Dec 80
   Silverton Road, FAU 1720 — Not programmed

   Combination hearing required.
   County working on this project. Negative Declaration just started.

4. Burnt Woods-Dudley Hill — Prog. A, B (1982)
   Corvallis-Newport Highway — 4-year Program 1979

   Combination hearing required.
   Project in limbo - same as Cannon Beach Jct.

5. Noti-Veneta, East Unit — Scheduled Jan-Feb-Mar 1979
   Florence-Eugene Highway

   Combination hearing required.
   Environmental Section will start December 1, 1977, on the EIS - then it will be four or five months from December 1977 before a hearing can be held.

RECEIVED
TECHNICAL SERVICES
NOV 9 '77
REFER TO
FOR

Info	Inves	R/U	J/R	Sign	Act	File

6. Sutton Lake-Florence — Prog. A 1980, B 1980
Oregon Coast Highway — 4-year Program 1977
PSEDOC 7 Apr 78

Combination hearing required.
Field survey won't be complete until April 15, 1978.

7. N.E. Alameda Avenue-N.E. Garden Valley Road — Prog. A 1980, B 1980
Oakland-Shady Highway — 4-year Program 1979
PSEDOC 7 Nov 79

Combination hearing required.
Field work won't be complete until February 15, 1978.

If we are going to meet the program date even for these projects, all seven projects will have to be expedited through the development phase so the right-of-way acquisition can begin at an early date.

JHV:jh

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. F-55(2)

STATE PROJECT NO. See below

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 70124

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 27 '77
REFER TO Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 4-20-77

FEDERAL ROUTE NUMBER Primary 55

STATE ROUTE NUMBER Secondary 234

GENERAL LOCATION:

"Alameda Ave.-Garden Valley Blvd.Section"

GENERAL DESCRIPTION OF WORK:

Preliminary engineering.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) All phases of PE necessary to obtain an approved final negative declaration at a total estimated cost not to exceed $20,000 - FF $17,160.

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 4-14-77 letter.

DATE 4-20-77

SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

TITLE For Division Administrator

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Div.

PROJECT TITLE: Alameda Ave - Garden Valley Blvd.

DATE: April 6, 1977

The state has reviewed your project and reached the following conclusions:

4/11/77
cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
A. Shirley, Jr., Reg. 3
J. C. McCormick, Dist. 6
Aeronautics Div.
Paul Hartwig, Parks
B. L. Gifford

☒ No significant conflict with the plans, policies or programs of state government have been identified

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
APR 11 '77
REFER TO
FOR
Info | Inv | Rply | Dr R | Sign | Act | File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7702 2 870

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
MAR 04 1977

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7702 2 870 Due Date: MAR 25 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

(✓) It ~~has~~ may have adverse effects.

(✓) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Traffic data submitted in project assessment indicates proposed project could violate Indirect Source Rule criteria (OAR 340-20-130(5)(c)). Draft negative declaration should address potential beneficial or adverse air quality impacts to roads in project area as well between project termini. Existing air quality in project area is unknown. Therefore, field studies are appropriate.

Agency DEQ By Anthony J. Venge Jr.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Phone: 378-3732

PNRS STATE REVIEW

Project #: 7702 [illegible] 870 Due Date: MAR 25 1977

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☒ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects.
- ☐ We are interested but require more information to evaluate the proposal.
- ☐ Please coordinate the implementation of the proposal with us.
- ☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

THIS OAKLAND-SHADY HIGHWAY PROJECT HAS BEEN ADEQUATELY SURVEYED BY THE HIGHWAY ENVIRONMENTAL SECTION. NO PROPERTIES OF HISTORIC OR ARCHEOLOGIC IMPORTANCE WERE IDENTIFIED WHICH WOULD IMPACT CULTURAL RESOURCES.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

March 17, 1977

TO: Executive Department
Fedeeral Aid Coordination Unit

Umpqua Regional Council of Governments
Douglas County Courthouse
Roseburg, OR 97470

D E Swan

FROM: D. E. Swan
Federal Aid Engineer

SUBJECT: Section: Alameda Ave.-Garden Valley Blvd.
Highway: Oakland-Shady
County: Douglas

The subject section was classified wrong for environmental impact.

Please refer to PNRS 7702-2-870 and note the correction from CATEGORY 3, NON-MAJOR to a CATEGORY 3, MAJOR-NON SIGNIFICANT: Requiring a Negative Declaration.

BLG:dh

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
Gary Potter
R. W. Ellison
Region Engineer: A. Shirley, Jr.
District Engineer: J. C. McCormick
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
MAR 21 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

February 24, 1977

TO
Executive Department
Federal Aid Coordination Unit

Umpqua Regional Council of Governments
Douglas County Courthouse
Roseburg, OR 97470

FROM
D. E. Swan
Federal Aid Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 6
Section: Alameda Ave.-Garden Valley Blvd.
Highway: Oakland-Shady
County: Douglas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 28, 1977.

BLG:ljt

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
R. W. Ellison
Region Engineer: A. Shirley, Jr.
District Engineer: J. C. McCormick
Aeronautics Division
Paul Hartwig, Parks
B. L. Gifford

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation
46] DIVISION [79: State Highway Division

03 12] APPLICANT ADDRESS STREET [45: DOT Building
46] CITY [60: Salem
76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien
46] AREA CODE [48: 503
49] PHONE [55: 378
56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Alameda Ave.-Garden Valley Blvd.

11 12] PROJECT LOCATION—CITY: Oakland-Shady Hwy.
PROJECT LOCATION—COUNTY: Douglas
PROJECT LOCATION [79
SEC: ---
T: 27S
R: 5W

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project 0.38 mile in length is to widen the existing roadway to a four-lane

06 12] city street with a 16-foot turning median and curbs. [71

07 12] (See attachment for details) [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
253,700	---	41,300	---	---	295,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45:
46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79:

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: US Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: February 24, 1977

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: March 43] DAY [44: 28 45] YEAR [46: 1977

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Feb. 24, 1977

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 project of non-major environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

CATEGORY 3 PROJECT

Major-Non-Sign.
F-55(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date January 6, 1977
Section Alameda Ave.-Garden Valley Blvd.
Unit (if appl) N/A
County Douglas
City Roseburg
Highway Oakland-Shady
State Hwy. No. 99; 234
Termini: M.P.(if appl) 15.80-16.18
Length 0.38 mi.
Region III
Construction Estimate $292,000
Program Amount

B. Purpose of Project: To widen the existing roadway to a four-lane city street section with a 16-foot turning median and curbs. Sidewalks/bikepaths will be given strong consideration.

C. Origin & History of Project: The current section was essentially built during the period 1919-21. The southerly portion, from Brooklyn to Garden Valley Blvd., was rebuilt in 1950. The whole section also got a maintenance overlay in 1975. Not only has the ADT grown to over 15,000 in 1975, but recent developments such as North Roseburg Plaza and Stewart Parkway will further increase traffic numbers and potential conflicts.

D. General Description of Project:

See attachment at end.

Alignment: New ______ Existing With minor changes Combined ______

Typical Section: Existing: No. Lanes 2-4 ; Med. part; Shldrs. no ; Parking no
Proposed: No. Lanes 4 ; Med. cont; Shldrs. 2' shy Parking no
Traffic: Existing Facility: Existing ADT see last page ; Projected ADT ______; Yr. ______
Existing Level of Service ______
Proposed Facility: Projected ADT ______; Yr. ______
Projected Level of Service ______

Right of Way: Additional anticipated Yes* (Yes, No); if yes, give approx. No. Parcels 22

Acres 1.27; Type of Relocation Req. business; No. 6

Materials Source, Borrow, Waste Disposal Requirements, if any: Materials will be provided by commercial sources. Borrow or waste requirements are uncertain at this time, but quantities are expected to be small.

Type of Structure(s): 4x4-49' RCBC, built 1919, at M.P. 1601, #3396

Brief Description of River or Stream and Type of Involvement, if any: None really, only intermittent, predominantly storm runoff through above named culvert.

Local City, County or COG priorities of project: This constitutes a shorter unit of a section previously given a third priority by URCOG. This project is currently given top priority by City and County.

FHWA and/or OSHD approvals given, if any: On Six-Year Plan under Primary Funding for F.Y. 1978.

Location or Design Alternatives (identify and describe):

Essentially none except for small possible shifts in C_L and variation in minor design elements.

Other Descriptive Information or Comments:

* 1976 estimate of R/W Cost: $427,000

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project transects the drainage of a very small, very disrupted, intermittent stream (Sleepy Hollow Creek) which is tributary to the South Umpqua. The basin slopes gently to the west-southwest.

The surrounding landscape has been almost totally remade: graded, parceled, fenced, developed, paved, built-upon, ditched and discarded. Very little remains of a natural setting, except in the distance to the east.

2. Cultural: This is old Hwy. 99; built about 1920 with no shoulders, deep ditches, no or intermittent curbing, no sidewalks or bikeways, utility poles, fire hydrants, and little or no access control. Land use is mixed, unplanned, decaying or being renovated. Traffic is constantly on the increase, and nearby developments (particularly North Roseburg Plaza and Stewart Parkway) will force further increases.

Again, existing land use is for mixed commercial, retail, industrial and residential activity. Two auto dealerships and body shops, a radiator shop, an automotive machine shop, a transmission shop, a tire warehouse, a filling station, an ambulance and towing service, a carpet store, a heating and cooling supply and service shop, two hardware stores, an electrical supply wholesaler, a donut shop, a pizza parlor, an old residence, a small older meeting hall, a log storage deck, Wards, Safeway, 7-11 Store and a nearby trailer court comprise the range of uses.

Portions of the abutting property are under both city and county political jurisdictions. City areas are zoned M-1 (Light Industrial) and C-3 (General Commercial), while county areas are C-3, C-2 (Neighborhood Commercial) and just behind these zones, R-2 (Multiple Family Residential).

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: An estimated 6 businesses will be displaced - the number could be 1-2 more or less depending upon variables now unresolvable. Fifty or fewer parking spaces would be lost; both overhead and underground utilities will require adjustment; signs and fencing will have to be moved.

2. Estimated Impact on Traffic Patterns: ADT, while continuing to climb, should not be significantly changed because of this project. Access and egress should be much improved along with capacity, so present congestion and conflict will be substantially relieved.

Consequences--Air Quality, Noise, Safety, etc.:
Air quality and safety will improve; noise may be absolutely increased at roadway edge due to greater proximity but such increase should be statistically insignificant. Smoother flow of traffic should also offset greater proximity.

3. Estimated Impact on Land Use: There will be an overt change in the dominant use of a half dozen parcels of land which will be committed to roadway right-of-way. Loss of parking may bring about still other changes. Yet zoning and remaining activity will maintain overall existing use.

Consequences: A long term consolidation of commercial activity over some limited existing residential, light industrial, and industrial use may be tentatively predicted. Increased capacity and better movement may further facilitate this transition.

4. Expected Impact on Natural Ecological Resources:

Given the nature of the setting, minimal impact is expected.

Consequences:

None

5. Expected Impact on Cultural and Scenic Resources:
Abutting property is very irregular and roadway margins have a rough unpolished appearance. Overall this may improve.

Consequences:

None

6. Preliminary Identification of Areas of Critical Concern:

Minimizing displacements brought about by right-of-way needs.

7. Potential for Controversial Issues:
Loss of parking and storage will be critical to businesses otherwise not physically displaced.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
consistent.

b. Noise Standards Noise is not expected to materially worsen, but this should be investigated as a part of the subsequent environmental document. A noise study report as per FHPM 7-7-3 will be prepared.

c. Water Quality Standards
consistent.

d. Area Land Use and Transportation Plans, and Zoning
consistent.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	XX D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 XXX 3 ____ 4

From south to north, the existing section starts as 4 lanes, becomes 2 lanes with a continuous turning median, continues to narrow down, merging into a two-lane section around a blind curve and then continues as two lanes with a recently added turning refuge at Stewart Parkway. Stewart Parkway is a northern beltline route for Roseburg, completed by Douglas County earlier this year. It intersects Stephens directly opposite (due west from) Alameda Ave.

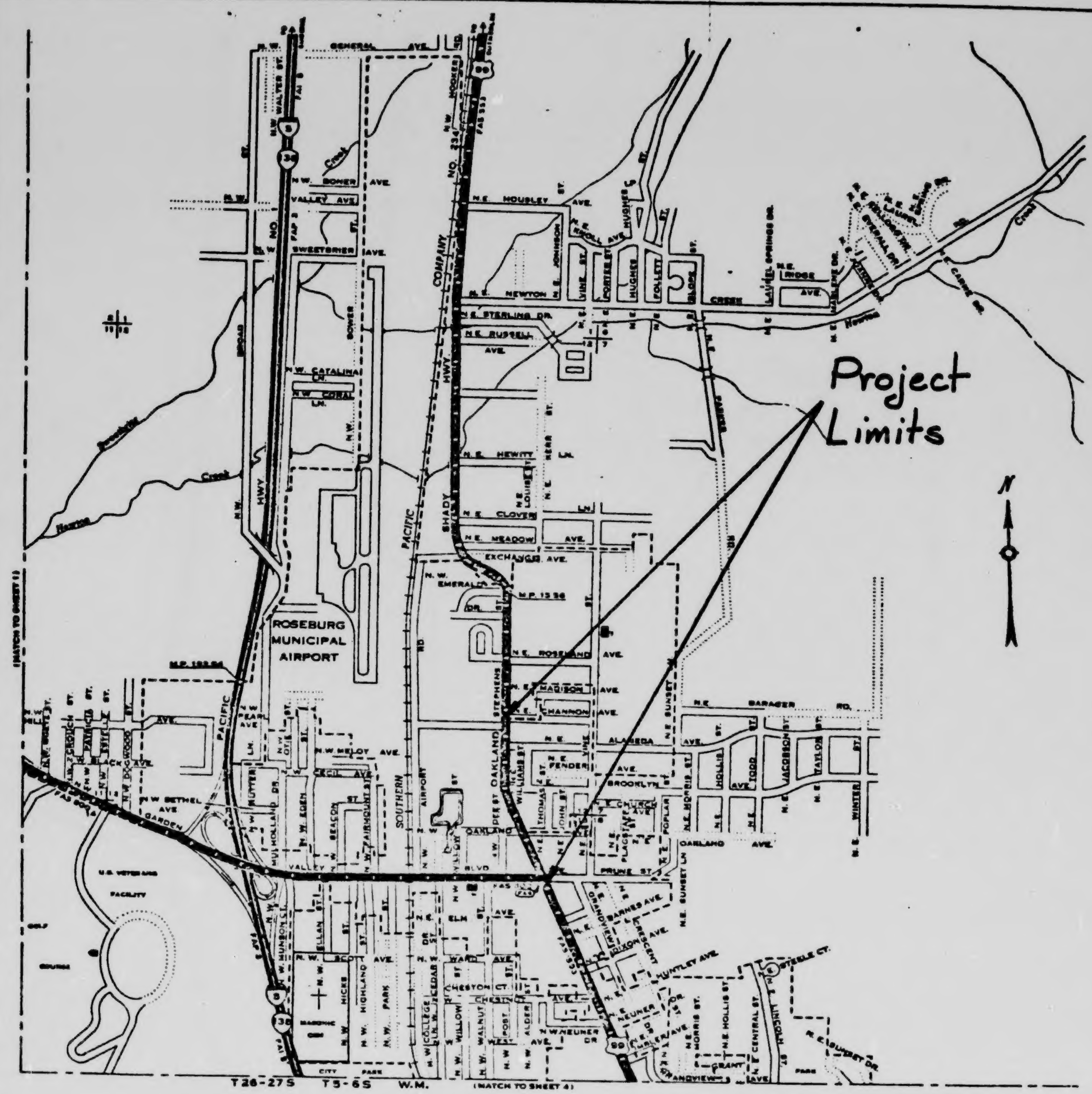
The proposal would construct a 4-lane section with continuous turning median from Garden Valley Blvd. to Alameda Ave., tapering back to the existing two lanes in the vicinity of Channon Ave.

Existing ADT is as follows (data for 1975, without Stewart Parkway):

0.01 mile north of Alameda Ave.	11,600
0.01 mile south of Alameda Ave.	12,500
0.01 mile north of Garden Valley Blvd.	15,400
0.01 mile south of Garden Valley Blvd.	26,300

Projected ADT for 1995, (with Stewart Parkway) is as follows:

0.01 mile north of Alameda Ave.	17,400
0.01 mile south of Alameda Ave.	15,625
0.01 mile north of Garden Valley Blvd.	19,250


ROSEBURG MUNICIPAL AIRPORT
N.W. GENERAL AVE.
N.E. HOUSLEY AVE.
N.E. NEWTON CREEK
N.E. STERLING DR.
N.E. RUSSELL AVE.
N.W. CATALINA LN.
N.W. CORAL LN.
N.E. HEWITT LN.
N.E. CLOVER LN.
N.E. MEADOW AVE.
EXCHANGE AVE.
N.W. EMERALD DR.
M.P. 123.56
N.E. ROSELAND AVE.
N.E. MADISON AVE.
N.E. CHANNON AVE.
N.E. ALAMEDA AVE.
N.E. GARDEN VALLEY BLVD.
N.W. MELROSE AVE.
N.W. BETHEL AVE.
N.W. DOGWOOD
STEPHENS
OAKLAND AVE.
PRUNE ST.
HUNTLEY AVE.
N.W. SCOTT AVE.
N.W. WARD AVE.
SOUTHERN PACIFIC
SHADY HWY.
N.W. HWY. NO.
U.S. VETERANS FACILITY
GOLF COURSE
MASONIC CEM.
CITY PARK
BARAGER RD.
N.E. STEELE CT.
N.E. SUNSET DR.
GRANDVIEW
Newton Creek
Creek
N
T26-27S T5-6S W.M.
(MATCH TO SHEET 4)
(MATCH TO SHEET 1)

Project Limits

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

■	POST OFFICE	■	PUBLIC BLDG.
■	SCHOOL	CY	CITY HALL
○	CITY CENTER	CT	COURT HOUSE
■	R.R. DEPOT	A	ARMORY
---	CITY LIMITS	L	LIBRARY

ROSEBURG

DOUGLAS COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 15,100

Scale in Feet

Revised October 1968

SHEET ARRANGEMENT

1	2	
3	4	5

SHEET 2 OF 5 SHEETS

9177

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: February 10, 1977

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: PROJECT ASSESSMENT
Alameda Ave.-Garden Valley Blvd.
Oakland-Shady
Douglas County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of MAJOR-NON Significant action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

ESH
2-18-77

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (2)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 3 : A. Shirley
District 6 : J. C. McCormick
Region 3 Geologist: Elliott Parker

1197

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 28, 1977

In reply refer to: 1041B.3

SUBJECT: Project Assessment
Alameda Ave.-Garden Valley Blvd. F-55(-)
Oakland-Shady
Douglas County

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's January 7, 1977, letter has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of a negative declaration.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Koppen
for G. L. Green

cc:
OSHD (Potter)
" (Laux)
" (Engelmann, Region 3)

RECEIVED
STATE HWY ENGR
FEB 4 '77
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS CONTRACT NUMBER
INDEX NONE

INDEXING BEGINS WITH : (CONT. FROM 219) #9183 ENDS WITH 9197

FLASH CARDS: (1980) (1980

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	220	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 2nd DAY OF August 1991 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan Cokeley

SIGNATURE OF CAMERA OPERATOR

731-0299 (4-90)